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Hongkong, 9th June, 1914. [805

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K. KATO,
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No. 2, Pedder Street, Hongkong.
Hongkong, 24th April, 1914. [614

SIEN TING.

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TERMS VERY MODERATE.
Consultation Free.
Hongkong 20th March, 1914. [442

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BY popular English Manufacturers. In all Bores and Sizes.

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Developing, Printing and Enlarging.

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Hongkong, 18th April, 1914. [585

PEAK TRAMWAY COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m....Every 15 minutes.
8.00 " to 10.00 " ... " 10 "
10.00 " to 11.00 " ... " 15 "
11.30 " to 12.45 p.m.... " 15 "
12.45 p.m. to 1.15 " ... " 10 "
1.15 " to 1.45 " ... " 15 "
1.45 " to 2.15 " ... " 10 "
2.15 " to 5.00 " ... " 15 "
5.00 " to 8.10 " ... " 10 "

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8.50 p.m. and 9.00 p.m., 9.30 to 11.00 p.m.
Every Half-Hour.
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Every Quarter-Hour.

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7.45 a.m. to 10.30 a.m....Every 15 minutes.
10.30 " to 11.00 " ... " 10 "
11.30 " to 12.00 noon " 15 "
12.00 noon to 1.00 p.m.... " 10 "
1.00 p.m. to 5.00 " ... " 15 "
5.00 " to 6.00 " ... " 10 "
6.00 " to 7.00 " ... " 15 "
7.00 " to 8.10 " ... " 10 "

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Car at 12 Midnight.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong 29th May, 1914. [802

SOUTH MANCHURIA RAILWAY.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

TIME TABLE

(Effective from May 1st, 1914, to April 30th, 1915).

THRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Dining, and First and Second Class Sleeping Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Mail Steamer Service by the s.s. *SAKAKI MARU* and *KOBE MARU* (each Equipped with Wireless Telegraph) as follows:—

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		Sakaki	Kobe	
Shanghai (S.M.R. Str.) Lv. Dairen Ar.	Forenoon	Mon. Wed.	Wed. Fri.	
Mukden " Ar.	3.25 p.m.	Wed.	Th.	Sun.
" " Lv.	11.25 "	"	"	"
Changchun " Ar.	11.50 "	"	"	"
" (Russian Train) Lv.	7.10 a.m.	Th.	Fri.	Mon.
Harbin " Ar.	*9.00 "	"	"	"

SOUTH BOUND.

Connecting at Harbin with	Wagon-Lits from Moscow	Russian States Express: From St. Pet'g.	Russian States Express: From Moscow	
		Th.	Mon.	
Hsinking (Russian Train) Lv.	*10.10 a.m.	"	"	"
Changchun Ar.	*4.30 p.m.	"	"	"
" (S.M.R. Train) Lv.	4.45 "	"	"	"
Mukden " Ar.	8.45 "	"	"	"
" " Lv.	1.05 "	"	"	"
Dairen " Ar.	9.00 "	"	Fri.	Tues.
" (S.M.R. str.) Lv.	Noon.	Sat.	Sat.	Th.
Shanghai " Ar.	Forenoon	Mon.	Mon.	Sat.
			Kobe	Sakaki

* Russian Train Time is 23 minutes faster than the S.M.R. Time.
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MINING DEPARTMENT.

SOUTH MANCHURIA RAILWAY CO., DAIREN.

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OREGON PINE.

THE CHINA IMPORT AND EXPORT LUMBER CO., LTD.

Hongkong, 27th June, 1914. [728

THE YOKOHAMA DOCK CO., LIMITED.

Telegraphic Address:—"DOCK," Yokohama.

Codes used:—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A1. and Watkin's.

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		Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
3 Dry Docks	No. 1	510 ft.	77 ft.	26 ft.
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	No. 3	714 ft	88 ft.	34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA MARU," 716 tons and 12 knots speed, is always ready at short notice.

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Lifting Power	7,000 Tons.	12,000 Tons.
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Floating Sheerlegs, capable of lifting 40 tons weight.

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Hongkong, 2nd May, 1914. [662

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A FIRST CLASS AND UP-TO-DATE HOTEL.

A FIRST-CLASS STRINGED ORCHESTRA Renders Selections during TIFFIN and DINNER daily, and at 11.15 a.m. and 5.45 p.m.

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THIS HOTEL has recently been thoroughly renovated, extensively enlarged, and is now luxuriously furnished and up-to-date in every respect, situated in the most central position. Large and Airy Rooms, Hot, Cold, and Shower Baths, Electric Light Throughout and Fans. Large and Comfortable Lounge, Private and Public Bars and Billiard Rooms, CUISINE ENTIRELY UNDER EUROPEAN SUPERVISION, Sanitary Arrangements of the latest, HOTEL LAUNCH MEETS ALL STEAMERS. Monthly Rates for Tiffin and Dinner. Special Rates for married families on application to

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FIRST-CLASS RESIDENTIAL and TOURIST HOTEL. Unrivalled for Comfort, Health and Convenience, Telephones in Every Room, prompt connection maintained by six lines to Central.

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For further particulars, apply to—

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Tel. Add. "Phœnix," Macau.

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SHAMEEN—CANTON.

Telegraphic Address: "VICTORIA, SHAMEEN."

SITUATED ON THE BRITISH CONCESSION.

Hotel electrically lighted, and under experienced European Supervision.

GUIDES AND CHAIRS PROVIDED.

Every Information and Special Attention given to Tourists.

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FOR THE BATH, TOILET, AND HOUSEHOLD. Used in the Bath it promotes a healthy action of the skin, counteracts all effects of perspiration, and is refreshing and invigorating. It is especially useful for cleaning Jewellery, Silver, and Plated Ware, etc.

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A permanent, speedy and painless CURE for corns and bunions.

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A. S. WATSON & CO., LIMITED,

HONGKONG DISPENSARY AND KOWLOON DISPENSARY.

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MARRIAGE.

RICHARD—TRIBE.—At Yokohama, on Aug. 26th, Rev. TIMOTHY RICHARD, of Shanghai, to ETHEL TRIBE, of Shanghai.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 5TH, 1914.

IN the Franco-Prussian war of 1870, the three points on which MOLTKE laid paramount importance were:—"First, when the enemy is met, he must be attacked with full strength; secondly, the goal of all efforts is the enemy's Capital, the possession of which, owing to the strict centralization of the French Government, is of paramount importance in a war against France; thirdly, the enemy's forces are, if possible, to be driven, not towards the rich South of France, but towards the North, which is poorer in resources, and bounded by the sea." Very similar considerations seem to govern the Germans in the present war. After a month of strenuous fighting, the Germans have been able to make Cavalry reconnaissances in force to a point within fifty miles of Paris, and the French Government has deemed it prudent to transfer to Bordeaux, which is roughly about three hundred miles south-west of Paris. Though it is difficult from the meagre information the telegrams supply to recognise precisely how the Allies' present line of defence runs, we have had no news that it has been materially changed since it was reported as extending from the mouth of the Somme inland along the river past the fortresses of Lafere and Laon, eastwards towards Mezieres. This line was described as being infinitely stronger than any held before. That being so there is much fighting to be done before the Germans will be in a position to attack Paris. The fact that Cavalry reconnaissances in force have been made as far as Compeigne and Soissons does not necessarily imply that we shall hear to-morrow that the whole force of the German army has moved forward to this extent. According to the statement given out by the Official Press Bureau, the British pushed back the German Cavalry Corps which reached the forest of Compeigne and they captured ten guns from the Field Artillery which accompanied the Corps. It may not unreasonably be assumed that these Cavalry Corps were possibly forty or fifty miles in advance of the main German army, and the encounters with them are, therefore, incidents of comparatively small importance, though they are not without ominous significance. The fighting which is reported to be now in progress along almost the whole of the line should decide whether or not the German advance upon Paris is to be stemmed. News of the result of this battle will be awaited with eager interest throughout the world. We do not suppose that the Germans are labouring under any delusion that possession of Paris would mean an early termination of hostilities, and possibly the French Government has excellent reasons for saying in its Proclamation that "the city may not be the immediate object of attack," and that "such an attack seems unlikely." There can be very little doubt, however, that notwithstanding that the French Government has removed to Bordeaux the German Commander will make desperate efforts to reach Paris, and that he regards the possession of the city, as his grandfather did in 1870, as being of paramount importance in a war against France. It is well, therefore, at the present moment to bear in mind Earl KITCHENER'S statement on the strategic situation a week ago, namely, that whereas a decisive victory for the Allies now would be fatal to the enemy, a continuance of Anglo-French resistance which can keep in closest grip with the enemy's best troops can, if prolonged, lead only to one conclusion. Germany appears to have in the field every man capable of military service that can be spared from other necessary occupations, and is not in a position to make good the very heavy losses she has suffered and must continue to suffer in her attempt to force her way through France to Paris, whereas the French have been able to make good their losses, and the British Expeditionary Force has probably been considerably augmented in the past few weeks and will continue to be strengthened by troops from the Colonies as well as from the United Kingdom. By this time, too, one Division of the native troops sent from India cannot be far from the theatre of war. But so enormous is the army which Germany has been able to put into the field and to concentrate for a successful invasion of France at her weakest spot, that her adversaries could never have been under any delusion regarding the severity of the struggle and the possibility that it would be of long duration unless other than purely military considerations compelled Germany to yield. Lord KITCHENER, it will be remembered, contemplated that the war might last three years and even longer, and it is very evident that the possibility of the German Army being able to reach Paris does not come to the commanders of the defending forces as a surprise, but merely as a possible incident in the war. The German Army might have been surrounding the French capital a fortnight ago but for the gallant and unexpectedly successful resistance offered to its progress through Belgian Army, which held it in check while the French and British forces moved towards the frontier. It may be that the invading army will not now be able to reach the goal of their ambition at all; the constant setting back of the Allies' line may have been done with an object, and not necessarily because of the pressure of the enemy, and thus a surprise may be in store for the German army during the next week or so; but it is perilous to prophesy and we can only "wait and see."

The attention of firms having cargoes on enemy ships captured as prizes is directed to an advertisement on page 4.

The Messageries Maritimes Co. announce that while the hostilities in Europe continue their mail steamers will not call at ports north of Haiphong.

A sad drowning accident is reported from Canton, the victim being Mr. A. E. Baker, an assistant in the employ of Messrs. Purnell and Paget, architects. Apparently he went out alone to swim and was drowned. Being missed at night a search was made and his body was found the following day.

At the Magistracy yesterday a Chinese shroff named Wong Chuk was charged with embezzlement from his former employers, the Tung Tuk firm, No. 27, Ship Street, Wanchai. From the evidence, it appeared that the defendant was formerly a shroff in the employ of the complainant, and in the month of December last year he was sent round to collect money due to his master. He obtained $293, and then absconded. On the 2nd inst. he was seen and recognised by a former foki, and was arrested. Mr. Wood sentenced the man to six months' hard labour.

THE WAR.

[THROUGH REUTER'S AGENCY.]

THE GERMAN INVASION OF FRANCE.

TRANSFER OF FRENCH GOVERNMENT A SOUND STEP.

LONDON, September 3rd.
5.30 p.m.

The departure of the French Government from Paris is regarded in Great Britain as a sound step, giving freedom of movement to the Allies, and guaranteeing eventual success. Admiration is expressed at the people's calmness, whether remaining in or leaving the city.

"I WILL DEFEND PARIS TO THE END."

LONDON, September 3rd.
6.30 p.m.

General Gallieni, Commander-in-Chief of the Garrison at Paris, has issued a Proclamation in which he says:—"The Government have left Paris to give a fresh impulse to national defence. I will defend Paris to the end."

ADDITIONAL BRITISH CASUALTIES.

LONDON, September 3rd.
10.45 p.m.

The Official Press Bureau gives the additional British casualties as follows:—

	Killed	Wounded	Missing
Officers	18	78	86
Men	52	312	4,672

It is explained, however, that 2,682 men were sent to the base as unfit, and these are included in the list of missing, which also includes prisoners and stragglers.

The above figures, added to those given in the dispatch of September 1st, give a total of 10,355, viz:—

	Killed	Wounded	Missing
Officers	54	145	181
Men	179	941	8,855

NO FURTHER FIGHTING NEAR COMPIEGNE.

LONDON, September 4th.
5.05 a.m.

A *communiqué* issued at Paris at 11 o'clock last evening states that the Allied Forces have not been in contact with the enemy in the Compiegne-Senlis region since Wednesday.

THE BEST WAY TO HELP THE SOLDIERS.

LONDON, September 4th.
1.55 a.m.

Earl Kitchener, Secretary of State for War, in reply to a deluge of offers of assistance from private individuals, says the best way those staying at home in safety can serve the men in France is to care for their wives, children, and dependents

GREAT BATTLE IN AUSTRIA.

RUSSIANS TAKE FORTY THOUSAND PRISONERS IN SEVEN DAYS.

LONDON, September 3rd.
5.30 p.m.

Many thousands of Austrians were killed near Lemberg, and an enormous number were taken prisoners.

LONDON, September 4th.
6.05 a.m.

The Russians repulsed and pursued the Austrian Army at Lublin, capturing a thousand prisoners and eight guns.

Fierce fighting continues along the whole front.

The Russians, in seven days' fighting have captured 40,000 prisoners.

7.15 a.m.

The Russians occupied Lemberg on Thursday.

[Lemberg is the third largest town in Austria, its population according to the census of 1910 being 206,113. It is an ancient city, having been founded in 1359, the seat of a Catholic bishop, an Armenian archbishop and a bishop of the United Greeks. An extensive commerce is carried on with Russia and Turkey. This is not the city's first experience of warfare. It was besieged by the Turks in 1524 and 1672, and taken and sacked in 1705 by Charles XII. of Sweden. The population of the city has doubled in the last twenty years. Lemberg is the capital of the province of Galicia.]

RUSSIAN GRAND DUKE'S DESPATCH.

LONDON, September 4th.
10.55 a.m.

A message from Petrograd says that the Grand Duke Nicholas, in a despatch to the Tsar, says:—"With extreme joy, and thanking God, I announce that General Russky's Army captured Lemberg to-day."

FURTHER RUSSIAN SUCCESS.

LONDON, September 4th.
10.55 a.m.

General Brussiloff has taken Halicz.

[Halicz is a town in Galicia, on the bank of the River Dniester. It was once the most important principality of the country.]

[THROUGH REUTER'S AGENCY.]

MISCELLANEOUS INFORMATION.

RECRUITING IN THE UNITED KINGDOM.

London, September 4th.

The recruits in response to Lord Kitchener's call for men total 260,000.

SIR EDWARD CARSON'S PATRIOTIC ADVICE TO ULSTERMEN.

LONDON, September 3rd.
8.45 p.m.

Sir Edward Carson, the leader of the Ulster Unionists, addressing a meeting of the Ulster Unionist Council at Belfast, in a patriotic speech urged that the truce must be kept in the interests of the country and the Empire. His advice to the Volunteers was, "Go and help your country and the Empire, and win honour for Ulster and Ireland." He hoped that the Ulster Volunteers would go under the War Office as a Division with their old officers.

A SUFFRAGETTE PATRIOTIC CAMPAIGN.

LONDON, September 4th.
1.55 a.m.

Miss Christabel Pankhurst, the well-known Suffragette, has returned from Paris to London to start a Suffragette patriotic campaign.

THE JAPANESE WAR MEASURES.

LONDON, September 4th.
1.55 a.m.

By a majority, the Japanese Parliament decided not to oppose the Government's war measures.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE NEW POPE.

LONDON, September 3rd.

Cardinal Della Chiesa has been elected Pope in succession to His Holiness Pope Pius X., and will bear the title Pope Benedict XV.

The new Pope was Archbishop of Bologna.

[The new Pope is one of the latest Cardinals, having been selected only in May last. He was born at Genoa in 1854, being the son of Marchese della Chiesa and the Marchesa Miglioati. He was a protégé of the famous Cardinal Rompolla, being his secretary and auditor while Nuncio at Madrid, and when Monsignor Rampolla was made Cardinal, and appointed Secretary of State under Leo XIII. Monsignor della Chiesa was attached to the Secretariat and in course of time was appointed Deputy Secretary of State. This position he retained until he was appointed Archbishop of Bologna in 1907.]

PRINCE OF WALES' FUND.

HONGKONG CONTRIBUTION.

Monthly Subscribers to 3rd inst.	Amounting to monthly.
91	$482.50

And 13 donations amounting to 335.00

As soon as the Official Fund under the auspices of the Government has been opened, all monthly subscriptions and donations will be handed over to the appointed Treasurer.

A collection book is at the office of this paper.

DEATH OF A VOLUNTEER.

We regret to record the death of Mr. Reginald Dennis of the firm of Messrs. David Sassoon & Co. He was a Volunteer, being a member of the Maxim section. Mr. Dennis only arrived from Home last May. His death took place at the Military Hospital.

THEFT OF A BOAT.

Detective-Sergeant Brown charged a Chinese at the Magistracy with the theft of a boat. The officer told the Magistrate that on the 27th May, a man who would be called as witness bought a boat for the complainant, Chan Fun, for $34. The boat was brought to Yaumati, and Chan Fun placed on board of it a sick nephew and a man who undertook to look after him. In two days the nephew died, and the cause of his death turned out to be plague. The man who was looking after him ran away, and the Sanitary Board then came in. Subsequently the boat, which had been placed high and dry, was taken away and sold to a woman who purchased and broke up old boats. This woman pointed out the defendant as the man who sold her the boat.

Defendant admitted selling the craft, but alleged that the man who originally bought the boat for Chan Fun instructed him to sell it. He got $0 for it, and this he divided with this man.

The original purchaser was then brought into Court, and, being confronted with the defendant, admitted the latter's first statement, but denied that he got any money.

The case was remanded until Monday afternoon.

TYPHOON WARNING.

The telegram quoted below was received at the American Consulate General, Hongkong, from the Manila Observatory at 11.30 yesterday:—Cyclone or typhoon E. of Balintang Channel, moving N.N.W. or E.

HONGKONG GYMKHANA CLUB.

The next Gymkhana will be held on October 10th. Following is the draft programme:—

(1.)—Tent Pegging.
(2.)—Gymkhana Stakes (as before.)—One mile.
(3.)—½ Mile Handicap.—For all China Ponies.
(4.)—Polo Scurry.
(5.)—Mule Race.
(6.)—Ladies' Nomination, Half-Mile Distance Handicap. — Catch weights 160lbs. Competitors will stand dismounted with their ponies behind pegs which will be placed on outside edge of course to mark their positions. On the sound of the bugle they will mount and gallop to winning post. Care must be taken while mounting to keep on outside of course, leaving rails clear for others who may be galloping past.
(7.)—1½ Mile Handicap.—As before.

"POTTED" CORRESPONDENCE.

Their indispensableness is so apparent that it is, perhaps, safe to place postcards, both plain and pictorial, among the permanent utilities of modern life.

Most people dislike letter writing, and the picture postcard, the saviour of many friendships and the firm cementer of many more, brought instant relief from an irksome task.

A development of the postcard, which comes from America, has been catching on in England. The new cards entirely obviate the necessity of writing at all beyond, of course, the address of the intended recipient, and, if thought well, the addition of one's initials to the rhymed message which the card bears.

There is a great variety of the messages, and big scope for more, while the idea is plainly capable of adaptation by tradesmen and others. On one of these cards we have the following pathetic appeal of one who has been neglected:—

I hope you're feeling very well—
I'd feel a great deal better
If I could feel quite sure that you
Were posting me a letter.

And here is an easy way in which escape from the obligation may be found:—

To write long letters I find it quite hard,
Tho' many things I think,
Which I hope to say to you some day,
But can't put down in ink.

These ready-made epistles, which are already providing a boon to thousands, are really alike artistic productions, lithographed in harmonising colours and gold, on a warm buff ground, with very effectively displayed letterings, and a restrained use of dainty pictorial and other embellishment.

PECULIARITIES OF THE PACIFIC FOR WIRELESS.

Speaking of some experiments carried out by the members of the British Association while on their voyage to Australia, Dr. W. H. Eccles said that they had proved that the Hertzian waves carried considerably farther across the Pacific than across the Atlantic. That was particularly the case in the Northern Pacific, where one could make sure of a wave travelling double the distance at night time with the same amount of power. The reason for this was that the atmosphere was stiller there than in any other ocean. A two-kilowatt station in the North Pacific should work distances of between 2,000 and 3,000 miles in summer, and more than 3,000 miles in winter. The reason for the favourable conditions in the North Pacific was the great stretch of open water. The new Marconi station at Honolulu was, Dr. Eccles mentioned, a very powerful one of 300 kilowatts. It would be able to communicate with Japan or Manila in the day time, and over much longer distances at night, and it was quite possible that it would, when the conditions were favourable, be able to speak direct to, say, Sydney. The Honolulu station was in constant touch with San Francisco. The *Sonoma* had been kept supplied with news daily all the way from San Francisco till a few days ago, the last news message being received between Pago Pago and Sydney. He had not been able to ascertain the reason of the embargo put on the sending of news from Australia.

WAR NEWS.

SENSATIONAL WAR NEWS FROM HONGKONG.

THE AUTHOR OF THE CANARDS.

The *Japan Chronicle* of the 26th ult. contains the following note:—

We referred in our issue of Sunday to an article by Mr. C. L. Powell describing conditions at Hongkong — the badly battered German warships in port, bearing marks of the streams of gore which had poured down their bruised and wounded sides, "bearing mute witness to the number of lives which must have been sacrificed," and so on, and describing the hundreds of prisoners with faces wearing a *sang froid* aspect, drinking beer and smoking and chatting and playing baseball and cards, and going out to dinner-parties and dances in the evenings. We note that the *Kobe Herald* publishes a letter from Mr. W. L. Stantion in which it is asserted that Mr. Powell wrote this highly thrilling account of what he "saw" in Hongkong before he got there! Mr. Stantion was a passenger on the ship by which Mr. Powell travelled and he declares that

"the letter in question was written by Mr. Powell before the boat reached Hongkong. The letter was addressed to the Editor of the *China Press*, and sent with a covering letter addressed to the Editor personally from Mr. Powell. Mr. Powell showed the letter to passengers, and I can refer to Mr. A. R. Sutherland, of Hongkong, who will bear me out in refuting the statements made by Mr. Powell.

"The portion of the letter written before arrival at Hongkong is the first three paragraphs; the remarks about Kiaochow being blockaded and to the end were written in Hongkong and were shown to the Captain and passengers by Mr. Powell while the *Hirano-maru* was lying in Hongkong on the evening of Tuesday, the 11th. Some of the remarks are, of course, in order—namely, about Kiaochow being blockaded, searchlights playing in Hongkong harbour and abundance of stores—everything else being imaginary."

At times like the present, when men's feelings are strained to a pitch unequalled in history, there are no words strong enough to condemn a scribbler so mean as to stoop to write highly sensational articles which are without any foundation in fact.

FLIGHTS OF IMAGINATION.

We learn from a Japan contemporary that "in view of the controversy which has arisen over the identity of two cruisers reported to be damaged in Hongkong harbour," the *Japan Advertiser* publishes a large picture of two warships, obviously badly damaged, which it is stated was sent to that journal accompanied by the following letter:—

"The Editor, *Japan Advertiser*.

"DEAR SIR,—I have the pleasure to enclose a photo of the two German cruisers now lying at Hongkong which you may publish in your valued paper. I received the photo from a friend who just returned (*sic*) from Hongkong. The photo is not my property. I would, therefore, ask you to return it to

Yours faithfully,
E. F. JOHNSON,
Care of International Bank."

The *Japan Chronicle* commenting sceptically on the picture says:—"Not the least peculiarly interesting thing about this picture of the 'battle-scarred cruisers at Hongkong' is the striking resemblance it bears to the photographs of certain Russian ships which were sunk in Port Arthur some ten years ago. In an album prepared by Mr. Ogawa, of Tokyo, depicting scenes in connection with the Russo-Japanese war, is a photograph of Port Arthur in which can be seen two warships of the same design as those shown in the *Advertiser* picture, and in just the same position. In the 'Diary of the Russo-Japanese War,' published from our own office, is another picture of Port Arthur in which again can be seen two Russian warships in positions astonishingly like those of the *Advertiser's* 'battle-scarred cruisers at Hongkong."

We (*Hongkong Daily Press*) can only say that no "battle-scarred cruisers" have yet been seen in Hongkong.

WAR RISKS ON THE NORTH PACIFIC.

AMERICAN SHIPS SCORE.

According to a telegram received by the Osaka Shosen Kaisha, says the *Asahi*, steamers from America are getting full cargoes easily enough, but war risk is charged at the rate of 50 to 70 sen (per Y.100) on goods shipped by American steamers, but Y.2 to Y.3 on goods in Japanese bottoms. Shippers therefore prefer American steamers, and Japanese shipping is at a disadvantage.

MOVEMENTS OF T.K.K. STEAMERS.

The Toyo Kisen Kaisha has published a report stating that in view of a report current to the effect that the presence of German warships on the Pacific has created a new risk in the navigation of Japanese steamers, the company has consulted the Japanese Government and the company's offices in the United States, and is taking all possible precautions to ensure the safety of navigation. No special anxiety is now felt on this account. A telegram was received on the 18th inst. from the Honolulu office stating that the *Seiyo-maru* on the South American service was to leave Honolulu that night for Yokohama. The company had sent a telegram ordering the postponement of the sailing just before the Honolulu telegram was received, and the steamer is consequently still lying at Honolulu. The *Shinyo-maru*, on the San Francisco line, is to come to Nagasaki as quickly as possible in order to be docked, and was to leave San Francisco on Monday (24th August) direct for Yokohama. The *Kiyo-maru*, on the South American line, which was to sail from Yokohama on the 22nd instant, has postponed her departure. All other steamers are sailing according to schedule, without apprehension of any special danger.—*Japan Chronicle*.

LATE TELEGRAMS.

The following telegrams are translated from Japanese papers by the *Japan Chronicle*:—

THE GERMAN INVASION OF BRUSSELS.

LONDON, August 22nd.

The military correspondent of the *Daily News*, who has just returned from Belgium, describes the entry of the German troops into Brussels. He says that the enemy appeared at about 11.30 a.m. on the 21st instant on the Louvain road. The approach of the German cavalry struck the Belgians with astonishment and terror, and so rapid was their approach that by one o'clock in the afternoon there were about 40,000 German troops in the city. They at once commandeered all the automobiles, which were packed full of troops and sent forward with the object of seizing Ostend. Another section of the German force which had been pressing forward to automobile from Aalst (Alost) reached Ghent at noon. The *Daily News* correspondent was ordered by the German commander to leave the country, and accordingly proceeded at once to Ostend and crossed to Folkestone. Up to the time of his leaving, there was nothing unusual in the situation at Ostend, but it seems that although the Belgian authorities are keeping the Allies informed of the movements of the German troops, the Belgian people themselves know nothing of the rapid advance of the German forces through the country.

According to one of the refugees from Brussels, when the Germans entered the city the Nord station was closed, all railway traffic having been stopped. The citizens of Brussels left the place in motor-cars and omnibuses, or—as the majority had to—walked or ran before the German advance. The steamers leaving Ostend for England are crowded with refugees, but there is no sort of panic.

The Belgian troops continue to retreat before the German advance, but in perfect order.

The German Commander at Brussels has demanded the sum of £8,000,000 from the citizens, which works out at about £11 per head.

The *Asahi* correspondent gives the following details of the approach and entry of the German troops at Brussels. When the officer in command of the defence realised that it was impossible to resist the advance of the enemy any longer, he formally disbanded the troops, with the object of avoiding any useless sacrifice of life. The announcement of surrender was then communicated to the German force. Two hours later the sound of firing and the military bands of the approaching invaders were heard. Then the German cavalry, infantry, artillery, and engineers began to enter the city, followed by automobiles full of machine-guns. The band at the head of one regiment struck up a martial song, in which the soldiers joined. One phrase in this song was to the effect that "Germany is the ruler of the world." The German troops wore a uniform of a greenish-grey colour, and the guns were painted the same hue. On reaching the Palais du Roi the German infantry stopped, and the people who were quietly watching the procession were surprised to see two Belgian officers among the German troops, manacled and bound. The sight of their countrymen thus disgraced caused great indignation among the crowd, but their murmurs were silenced by the German officers threatening them with their sabres. It is believed that about 50,000 German troops entered the city.

CONDITIONS AT ANTWERP.

LONDON, August 22nd.

When, in pursuance of their pre-arranged plan, the Belgians were falling back on Antwerp, the Germans made an attack on their flank, but the Belgians skilfully evaded it, and took up a very strong position. The forts at Antwerp are believed to be impregnable, being of the latest construction and equipment, well manned and well provisioned. The Germans may invest Antwerp, but they would have to do so in large force, and its reduction would take them several months. The Belgians have blown up a bridge which is one of the main approaches to Antwerp, their water-supply is secured, and they are prepared to stand a prolonged siege.

A telegram from Ostend states that the German forces which assembled at Brussels divided into three sections for the purposes of their forward movement. The first and second sections started for Charleroi *viâ* Mechlin.

THE KAISER'S APPEAL TO HIS FIGHTING MEN.

BERLIN, *viâ* LONDON.

The Emperor issued an order at the beginning of the war to the German army and navy, in which he said:—

"After forty-three years of peace, I call upon all Germans capable of bearing arms. We have to defend our most sacred possessions in the Fatherland against the reckless assaults of enemies on all sides of us. That means hard fighting.

"I am confident that the ancient warlike spirit still lives in the German people—that powerful, warlike spirit that attacks the enemy wherever it finds him, regardless of cost, and which in the past has been the dread and terror of our enemies.

"I have confidence in you, German soldiers—in each and all of you. An ardent, indomitable will for victory is living in each and all of you. I know, if needed, that each and all of you will die like heroes.

"Remember our great and glorious past and that you are Germans. God bless you.

(Signed) "WILHELM."

THE AUSTRIAN ARMY.

LONDON, August 23rd.

The *Times* to-day, referring to the Austrian troops now in the field, says that the 16 Army Corps have been reformed into 6 Corps. Of these the first four, numbering about 800,000 men, have been sent against the Russians, while the remainder, consisting of about 400,000 men, have been sent to check the Servian invasion. Owing to the mixed races forming the Austrian Army, there are signs of internal dissensions everywhere.

ALLEGED AUSTRIAN ATROCITIES.

PRUSSIAN SURPRISE.

PETROGRAD, August 23rd.

The news of the Cossack invasion of Prussia has surprised the Prussians, who are decamping hurriedly to places of greater security, in expectation of a general engagement.

PETROGRAD, August 23rd.

German losses in killed, wounded, and captured, already total 100,000.

The Russian movement in East Prussia has developed well. Covered by the artillery, the Russian troops crossed a river on foot in full view of fourteen German regiments, and marched forward 30 Russian miles.

NEW AMERICAN REGISTRATION LAW.

SAN FRANCISCO, August 24th.

Foreign steamers, aggregating 420,000 tons, will be registered in United States ports almost immediately, so that they can resume their commercial activities.

JAPAN'S REPRESENTATIVE IN BERLIN DEPARTS.

BERLIN, August 25th.

The Japanese Chargé d'Affaires left here yesterday for the Dutch frontier. There was no attempt at any hostile demonstration.

JAPAN'S RED CROSS SOCIETY READY.

The Japan Red Cross Society, in compliance with instructions from the Tokyo authorities, will shortly dispatch two hospital steamers to the front. Each steamer is capable of giving accommodation to 200 persons. A number of physicians and others now staying at the Society's Hospital building at Shibuya, Tokyo, are ready to start at a moment's notice.—*Japan Gazette*.

AN "ILLUSTRIOUS VICTIM" OF WAR.

The September issue of the *Bulletin of the Catholic Women's League* to hand contains a black-bordered photograph of the late Pope Pius X. Under the heading "Exultavit Humiles" the following interesting pen picture of his late Holiness also appears:—

The War has claimed its first illustrious victim. Pope Pius X. is dead. It is certain he died of grief. The brief notices of his death in the daily press, eloquent in their simplicity, made this plain. The Holy Father had done all in his power to preserve peace, and when he found that his efforts had failed, his strength gave way. His last words were characteristic and sublime: "God in His inexhaustible goodness wishes to spare me the horrors into which Europe has plunged." He was the most lovable of Popes. The most simple of the Popes. The outside world scarcely knew him as they knew his predecessor, but his own people knew him to be the most beloved, the most tender of fathers. To the outside public he was the unprogressive Pope, stamping out modernism, unsympathetic to the liberal currents of modern thought. But his own knew him for a saint overflowing with charity, great in humility, enlightened above the wisdom of the world with the light of the Holy Spirit. And he was great withal. No one without a character, strong as well as sweet, and endowed with great intellectual gifts, could have succeeded so well as he did his great predecessor.

Leo XIII. had been one of the greatest of the Popes. In the course of his long and illustrious reign, during which he had made his mark as a statesman of the highest rank, he had raised the Papacy to a distinguished eminence among the great Powers of the world. As a deep and original thinker, and a man of wide, intellectual grasp, added to a spotless purity and holiness of life, he had stood head and shoulders above his contemporaries. To succeed such a one was no light task. Many wondered who could be found worthy to fill his place. The conclave that followed his death attracted an unusual amount of attention, and the surprise was general when the elevation of the humble Patriarch of Venice was announced.

Cardinal Guiseppe Sarto, taking the name of Pius X., had succeeded Leo. Who was Sarto? No one knew. One day he was the least known among the College of Cardinals; the next day he was the best known man in the world. Stories of his humble character, his lowly birth, his lovable nature, his simple saintly life, were eagerly devoured; and his flock instinctively felt that they had in him the saint the times required — the "*signis ardens*" that was to succeed the "*lumen in cœlo*" and set the world on fire. From the moment he announced the keynote of his policy "to restore all things in Christ" he found his way into his people's hearts, and he never lost their affection. There was something inspiring in his spirituality that spoke straight to the heart. He was so great in his very unworldliness; he was so sublime in his very simplicity. His struggle with the French Government will remain as a perpetual memorial of the triumph of perfect unworldly statesmanship. Such utter guilelessness the world could not understand, though it was forced unwillingly to acknowledge its success. To the world Pope Pius remained to the end the simple Italian peasant, filling with sufficient dignity the exalted position to which he had been raised. But to his own he was something more. To them he was the truly inspired leader, glowing with heavenly fire and illumined with interior light, to whose all-embracing love their own enthusiastically responded. His memory will be cherished in perpetual benediction for his charity to those in distress; his love of God's house; his care for the dignity of divine worship; above all for his fervent propagation of Eucharistic devotion, whose decree on early, frequent and even daily Communion bids fair to bring back the fervour of the primitive church, and to renew the face of the earth.

If Pius X. was not the greatest, he was certainly the most lovable of Popes.

GERMANY AND JAPAN'S INTERVENTION.

According to a cablegram from London in the *Japan Gazette* the following was Germany's idea of Japan's intervention before the actual declaration:—"Should Japan intend to take possession of Kiaochau it would frighten us as little as did England's attack on Africa. This is only a new manœuvre on the part of England, and though painful it will have little influence on the campaign. Germany will be obliged to refuse Japan's claim. If Germany thereby suffers any loss, she will take her satisfaction in other ways."

GERMAN STRATEGY.

SECRET INFORMATION IN POSTERS.

The following appeared in the *Japan Gazette* as a cablegram from Paris:—

It was discovered to-day that thousands of posters of "bouillon kub," manufactured by a German firm, which dotted the French country-side, were intended to be of use to the invading German army by giving information of a military character through the varying sizes of the posters and colours employed.

For instance, a military commander seeing a square yellow poster would know that "food is abundant around here." If he saw a round red poster he would deduce the fact that "ground is mined around here."

Every geometrical figure and all plain colours were utilized in this scheme to give military information by means of innocent looking advertisements, placed in strategical positions by German bill-posters several months ago.

Flowers and other decorations in animals' forms were used on posters. One of the signs conveying information to an invader was a flaring representation of the Stars and Stripes.

HONGKONG CATHOLICS AND THE WAR.

Under the heading of "The War" the current issue of the *Bulletin of the Catholic Women's League* contains the following interesting commentary:—

The thought that is uppermost in the minds of all these days, dwarfing all others, is of course the great European war. For well nigh fifteen years—roughly ever since the Kaiser laid the foundation of a first-class navy—threats of a universal conflagration, a literal Armageddon, have been in the air. For fifteen years the leading nations of the world have been kept in a state of unrest. They have been forced into a suicidal policy of building up huge armaments and gigantic armies, the upkeep of which has been a strain on the nerves and resources of the nations, that wise men felt could not last for ever. Writers, like Norman Angell, might say that the intricate conditions of modern civilization, and the interlacing interests of commerce, were subversive of war; but the correct reading of history, now once more vindicated, has always been that it is the passions of men and not their cool calculations that are the potent causes of war. For fifteen years, in spite of increasing commerce, luxury, wealth, and (shall we say?) prosperity, the nations of Europe had been living over a smouldering volcano that at any moment might burst into flame. They had been living (not in fancied security, it is true, but in an ever present apprehension) over a laid mine that any spark, however insignificant, might ignite. And, as many had prophesied, the spark came from a wholly unexpected and insignificant cause. A nameless, obscure student threw a bomb at Archduke Franz Ferdinand and his wife; and within a fortnight the whole of Europe was in a blaze.

Owing to its central position in the East, and its unique importance, commercial and strategic, Hongkong could not fail to be affected in a very special manner by the fact of England being at war with Germany. Steps were instantly taken to place the island in a state of defence. The troops were mobilized; the Colony placed under martial law; and practically the whole British male population enrolled in the Volunteers and placed under arms.

In this emergency the Catholic community has special cause to congratulate itself on its Christian and patriotic action. While yielding to none in the fervour of its loyalty, this was exhibited in a very practical light. Before the declaration of war—while the war clouds were looming dark over Europe, but many were still incredulous of a rupture—the Bishop called for special prayers for the preservation of peace. When war had broken out a triduum was held in the Cathedral—with Benediction after the 7.30 Mass—for the speedy restoration of peace. Special services for the same intention were held daily in the convents. In a circular, widely distributed in all the Churches and published in the daily press, his Lordship made a sensible and eloquent appeal, which went direct to the hearts of his flock, for the exercise of charity and common sense in the emergency. First of all in the Colony the Bishop with his clergy, together with the nuns of the French and Italian Convents, placed their services at the disposal of the Government, for use in the hospitals or otherwise. Their example was quickly followed by others; and when Lady May made an appeal, a few days later, for volunteers for nursing it met with a ready response, though by none more so than by the Catholic Women's League—as recorded elsewhere. The enthusiastic and patriotic action of the male portion of the Portuguese community was also nobly shown in the action of the Boy Scouts and Bodyguard who unhesitatingly placed themselves at the entire disposal of the Government and were quickly found useful.

In this way the Catholics of Hongkong have proved themselves to be a body animated by high and noble ideals; a body whose religious faith and fervour, as exhibited in the late Eucharistic Celebrations, does not content itself with mere "devotion," but extends to the active service of God and fellow man. If the excellent spirit displayed in the time of emergency and trial continues, the Catholics of Hongkong will not fail to do their part in fulfilling one of the ideals of the Eucharistic Congresses—that of extending "the social reign of Jesus Christ."

MOBILISATION IN SIBERIA.

TROOPS FOR EUROPE.

An *Asahi* message from Changchung states that the Russian second mobilisation is now in progress in the coast provinces, large numbers of troops being sent to European Russia every day. It is said that they will be kept in reserve against any necessity which may arise after the decisive battle which is now expected daily. The second mobilisation will also take effect along the Chinese Eastern Railway.

CHINA AND JAPAN'S MOTIVE.

The *Japan Gazette* of the 27th August contained the following, which had been sent from Peking:—

China recognizes the sincerity of Japan's motive, according to President Yuan himself. On the very night of the day when Japan dispatched her Ultimatum to Germany, Mr. Lu, the Chinese Minister to Japan, sent the President a detailed report of the matter. The Chinese Chief Executive satisfied himself that Japan had taken the step solely because of her solicitude for the permanent good of the Far Eastern nations, and that it was therefore the most proper course she could pursue. Accordingly, the next day he summoned his Secretary of State and other Ministers and diplomatic officials in the principal State Hall, and said: "Japan's action has been taken simply and solely on behalf of permanent peace in the Far East, and China recognizes and approves it. I hope you will all bear this fact in mind."

"The chances against the German acceptance of the Japanese demands are, I think, 4 to or even 9 to 1," said Mr. Tsao, Vice-Minister of Foreign Affairs, in an interview with the *Asahi* correspondent.

"Should war break out," he said, "China would leave open the neutral belt of 25 miles around Kiaochow (mentioned in the Chino-German Convention) to the belligerents as a field of uninterrupted struggle. The only hard nut for China is the disposal of the Kiao-Chi Railway. The Chinese Government is determined to follow the spirit of the President's instructions to put implicit faith in Japan, and to take this opportunity of clearing away all causes of misunderstanding between the two countries, thus bringing about a true alliance of peace. If we act toward each other in perfect candour and sincerity, the question of the future of Tsingtao will not lead to so serious an affair as is feared by many."

WAR AS "THE GREAT ILLUSION."

THE CHARGE OF "MONEY-BAG" DOCTRINE.

Mr. Norman Angell has been violently criticised in certain quarters on the ground that the outbreak of a European war shows the "futility" of the theories associated with his name. The *Pall Mall Gazette* has published an article in which the theory of "The Great Illusion" was described as being "that love for the money-bags sways the men of virile races above national honour," and Mr. Angell was accused of preaching "sordid doctrines." I had a talk with Mr. Angell, writes a London representative of the *Manchester Guardian*, and he gave me the following brief reply to this line of attack:—

"Frederick the Great once said that unless the statesmen of Europe could manage to keep the sword out of the settlement of religious differences their States would collapse in ruin. This was at least one of the conditions which put an end to the wars of religion. It represented an expression of the growing public opinion in Europe which recognised the futility of military force in religious matters. Did this realisation constitute a 'sordid' motive? Did the religious life of Europe suffer from it? Did not the religious and moral possessions of the people become more secure as the tendency to fight about them became less? Do you think therefore that a general recognition in Europe of the fact that a general war might mean something resembling the collapse of Western civilisation would be a 'sordid' consideration?

"Of course, you can call it an appeal to the pocket if you like, and you could dismiss Socialism, trade unionism, and most of the other social forces of our time in the same way, just as one can call democracy a counting of noses. It is mainly a matter of terms.

THE SATISFACTION OF RACIAL PASSION.

"If the statesmen and peoples of Europe realise that their States have been formed for the purpose of promoting the well-being of their people in the larger sense of the term, and not for the satisfaction of racial or religious passion or pride of domination, then Europe will weather this storm. But if, as certain of our critics show a tendency to do, this attitude is stigmatised as sordid and unworthy of a second's thought, why then Europe is in the near future likely to resemble Albania or Macedonia.

"The *Pall Mall Gazette* says that 'the only way for people in a temper, that is to say, those whose racial and religious hatreds have been stirred, to keep the peace, is for them all to be highly armed.' I suppose the writer would use the history of the last two or three years in the Balkans to prove this truth!

"You know the old remark of a Catholic in the worst period of the wars of religion, that no Catholic could sit at table with a heretic, because of the intolerable odour that always emanated from the person of a heretic. It is an astonishing thing that the 'argumentation' which our critics so much despise in us in this matter—in other words, the general process of rationalisation and a clearer recognition of what the relation of military force should be to religious belief—caused the odour of the heretic to disappear.

"I have never said," Mr. Angell added, in reply to a further question, "that a great war was impossible—or anything resembling it. What I have said is that the victor in a great war would be unable to benefit from his victory—that war is not impossible, but futile, and the hope of preventing it depends upon a general recognition of its futility."

"LIGHTS OUT."

SEA TRAVEL IN WAR TIME.

A passenger by the P. and O. mail steamer *Majola*, which left London at the end of July, furnished to a southern contemporary some interesting details of the voyage. War broke out just before their arrival at Port Said. Previously to that, not far out of Brindisi, they met the German warships *Goeben* and *Breslau* steaming westward at full speed with their decks cleared for action.

On arrival at Port Said, the informant states, they found fourteen German vessels which had been captured. One was a big liner, while the others were cargo vessels, mainly of the Hansa line. The fact that they were prizes was indicated by the White Ensign flying above the German flag.

Elaborate precautions had been taken to protect the Suez Canal. The *Maloja* herself at every port she touched was required to dismantle her wireless while in harbour.

At Suez there were two German prizes. They were the *Luetzow* and the *Derfflinger*, both Norddeutscher Lloyd liners.

From Suez to Colombo the *Maloja* travelled with lights out and the passengers had a pretty dull time. The lights in the dining saloon were only lit for dinner, during which the blinds over the ports were drawn. Passengers were asked to use their cabin lights as little as possible, and when doing so to adjust the venetian blind and draw the curtains. There was no light in the music saloon, and only one, well shaded, allowed in the smoking room.

Whether these precautions were very effective is doubtful. On a bright, moonlight night a big liner is a fairly conspicuous object even with its lights out, and a vessel steaming some 17 knots puts out a good deal of smoke. One amusing incident occurred in the Indian Ocean. A British vessel was sighted and when she drew near Morse signals were exchanged. Our informant, who is able to read code, says the stranger was asked if she had seen the *Maloja*. The reply was "We have seen you for the last two hours!"

More German prizes were in harbour at Aden, mainly Hansa boats, it is believed.

INTIMATIONS

YOU NEVER TIRE OF



CUTICURA SOAP

Because of its refreshing fragrance, absolute purity and delicate emollient properties derived from Cuticura Ointment.

Samples Free by Post

Cuticura Soap and Ointment sold everywhere. Sample of each with 32-p. book free from nearest depot: Newbery, 27, Charterhouse Sq., London; R. Towns & Co., Sydney, N.S.W.; Lennon, Ltd., Cape Town; Muller, Maclean & Co., Calcutta and Bombay; Potter Drug & Chem. Corp., sole props., Boston, U.S.A.

[96-H

CALDBECK, MACGREGOR & Co.

(ESTABLISHED 1864).

SPARKLING DEVONSHIRE CIDER

IS ONE OF THE FEW DRINKS THAT ONE CAN BE CERTAIN OF FINDING REFRESHING AND WHOLESOME DURING THE HOT WEATHER PROVIDED THE QUALITY IS GOOD.

MESSRS. BENTALL & LLOYD'S CIDER IS FAMOUS AS ONE OF THE BEST BOTTLED CIDERS.

TRY A FREE SAMPLE.

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NOTICE.

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P.O. Box, 33. Telephone No. 12.
Telegraphic Address: "PRESS."
Codes: A.B.C. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

G. R.

IN THE SUPREME COURT OF HONGKONG, IN PRIZE.

IT IS HEREBY NOTIFIED for General Information that all persons having any interest in cargoes, other than enemy cargoes, laden on enemy ships captured as Prizes, and requiring release of such cargoes or portions of cargoes, should make enquiries at the Office of the Crown Solicitor, Courts of Justice. The Crown Solicitor will require proof of ownership and particulars as to the freight, whether paid or unpaid.

G. H. WAKEMAN,
Registrar,
SUPREME COURT OF HONGKONG, IN PRIZE.
Courts of Justice,
Hongkong, 4th September, 1914. [1106

NOTICE.

THE COMPAGNIE DES MESSAGERIES MARITIMES beg to inform the Public that during the present hostilities in Europe their Mail Steamers will not call at Hongkong, Shanghai, Kobe and Yokohama—the last port of call being Haiphong, until further Notice.
Hongkong, 5th September, 1914. [1107

HONGKONG TRAMWAY COMPANY, LIMITED.

SHAREHOLDERS who wish to give their support to the resolutions unanimously passed at the Meeting of Shareholders held in the City Hall, on the 1st day of August, 1914, to transfer the Directorate of this Company to Hongkong are requested to communicate with the Undersigned with a view to their giving proxies to vote at the Meetings for the furtherance of the said Resolutions.

JOHNSON, STOKES & MASTER,
Prince's Building,
Hongkong,
Hongkong, 5th September, 1914. [1108

WANTED.

CAPABLE GIRL STENOGRAPHER for local firm; able to take English dictation quickly and correctly. Giving experience and Salary required,
Reply— Box 312,
Care of "Daily Press" Office.
Hongkong, 5th September, 1914. [1109

TO LET—FURNISHED.

3, CLIFTON GARDENS (19, Conduit Road).
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 5th September, 1914. [1101

NOTICE.

AT A PUBLIC MEETING held at the CHAMBER OF COMMERCE ROOMS on the 2nd instant, a Committee was appointed consisting of the following Gentlemen:—
Mr. A. H. BARLOW,
Mr. C. P. HAY,
Mr. P. H. HOLYOAK,
Mr. R. SUTHERLAND,
Mr. W. M. HUMPHREYS,
to consider the question of taking steps for the protection of the interests of those concerned in respect of Cargo on board German and Austrian Steamers *en route* to and from Hongkong.

Firms concerned in such shipments (not hypothecated to one of the local Banks) are invited to furnish particulars of same to the Undersigned.

The necessary forms will be supplied on application.

G. C. MOXON,
Secretary, German and Austrian Steamers Cargo Committee.
5, Queen's Building,
Hongkong, 4th September, 1914. [1105

FOR SHANGHAI, MOJI, KOBE AND YOKOHAMA.

THE P. & O. S. N. Co.'s Steamship
"NAMUR,"
Captain A. Coller, will leave for the above places TO-DAY, the 5th inst., at 4 P.M.
For Freight or Passage, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 4th September, 1914. [1

NOTICE.

THE Interest and Responsibility of MR. F. J. V. JORGE in our Firm CEASED from this date.

JORGE & Co.
Hongkong, 1st September, 1914. [1100

NOTICE.

WE HAVE Opened a Branch in Canton, and Mr. G. E. HUYGEN has been authorized to Sign our Firm from 1st September.

W. A. HANNIBAL & Co.
Hongkong, 31st August, 1914. [1090

ST. STEPHEN'S COLLEGE.

DUTIES will be RESUMED WEDNESDAY, September 9th.
Entrance and Special Examinations TUESDAY, September 8th, at 9 AM.
Prospectus on application to—
THE WARDEN.
Hongkong, 1st September, 1914. [1093

INTIMATIONS

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE OF EXTRAORDINARY MEETING.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 19th day of September, 1914, at NOON, when the subjoined resolution, which was passed at the EXTRAORDINARY MEETING of the SHAREHOLDERS in this Corporation held on the 22nd day of August, 1914, will be submitted for confirmation as a Special Resolution:—

That the Deed of Settlement of the Company be altered in manner following:—

(a) That the following words be struck out of lines two and three of Article 56, namely, the words "for not exceeding fifteen days before and seven days after every Ordinary Meeting" and that the following words be adopted and substituted therefor, namely, "during such time as the Court thinks fit, not exceeding in the whole thirty days in each year."

(b) That the following words be struck out of the last line of Article 56, namely, "after the Meeting" and that the following words be adopted and substituted therefor, namely, "after the re-opening of the Register:"

(c) That Articles 76, 77 and 78 be cancelled.

(d) That the following Articles be adopted and substituted for Articles 76, 77 and 78, namely:—

ARTICLE 76.—"General Meetings shall "be held once in every year, at such time "and place in the Colony as may be "prescribed by the Company in General "Meeting, and if no such time or place "is prescribed, then at such time and "place as may be determined by the "Court, and unless and until otherwise "prescribed or determined as aforesaid "a General Meeting shall be held in the "month of February in every year."

ARTICLE 77.—"The General Meetings "mentioned in the last preceding Article "shall be called Ordinary Meetings."

ARTICLE 78.—"All other General Meetings shall be called Extraordinary "Meetings."

(e) That Article 90 be altered by inserting and adopting after the word "holding" in line five thereof the words "or representing by proxy" and by striking out at the end of the said Article the words "present in person."

(f) That the following words be added to Article 94:—"The "Court may from time to time "pay to the Shareholders such "interim dividends as appear "to be justified by the position "of the Company."

(g) That the following words be struck out of the first three and a half lines of Article 174, namely, the words "Half-year "ending the 30th June and the "31st December, shall make a "General Half-Yearly," and that the following words be adopted and substituted therefor:—"Year ending the 31st "day of December shall make "a General."

(h) That the word "Half" be struck out of the 18th line of Article 174 and also out of the 6th line of Article 175.

(i) That the word "twice" and the words "the 30th day of "June and" be struck out of lines 4 and 5 of Article 176, and that the word "once" be adopted and substituted for the word "twice" in the fourth line thereof.

(j) That the words "or the Ordinary Half-Yearly" and the words "as the case may be" be struck out of lines 10 and 11 of Article 177.

By Order of the Court of Directors.
A. G. STEPHEN,
Acting Chief Manager.
Hongkong, 24th August, 1914. [1065

THE HONGKONG ROPE MANUFACTURING CO., LTD.

AN INTERIM DIVIDEND of ONE DOLLAR ($1) per Share for the Six Months ending 30th June, 1914, will be Payable on MONDAY, the 7th September, 1914, on which date Dividend Warrants may be obtained at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from FRIDAY, the 4th September, to MONDAY, the 7th September, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 1st September, 1914. [1098

WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "magnificent climate." Preparation by experienced and qualified teachers for entrance to schools in England, or for commercial life in the East. School-house by the sea. Recreations:—Sea bathing, boating, cricket, football, etc.
For terms, apply to the Headmaster,
HERBERT L. BEER, L.C.P.
1343]

S.S. "TINGSANG" (Wrecked).

SHIPPERS and UNDERWRITERS interested in the Cargo of this Steamer are requested to communicate with the Undersigned within three months from date.

GILMAN & Co.,
Lloyd's Agents.
Hongkong, 23rd June, 1914. [860

INTIMATIONS

LANE, CRAWFORD & Co.

ESTABLISHED 1850. TELEPHONE 1741.

A NEW STOCK OF "OAKMORE"

MARCHING BOOTS

IN BLACK AND BROWN ENGLISH LEATHER.



THE LARGEST SELECTION OF BOOTS AND SHOES IN THE COLONY.

THE LATEST ENGLISH AND AMERICAN SHAPES.

From $10.00 to $15.00 per pair.

LANE, CRAWFORD & CO. [39

G. R.

MONITION TO SHOW CAUSE WHY SHIP AND GOODS SHALL NOT BE CONDEMNED.

IN THE SUPREME COURT OF HONGKONG IN PRIZE.
N. 4.

THE S.S. "FRISIA," H. ROHDE, MASTER.

GEORGE V., by the Grace of God of the United Kingdom of Great Britain and Ireland and of the Dominions beyond the Seas, King, Defender of the Faith, Emperor of India.

To the Marshal of Our Supreme Court of Hongkong in Prize and to all and singular his substitutes, Greeting:

WHEREAS the ship "FRISIA," H. Rohde, Master, and the goods, wares and merchandise laden therein have been seized and taken as prize by Our Ship of War "TRIUMPH," Maurice Swynfen Fitz-Maurice, Commander, and brought to Hongkong, and a cause has been instituted on Our behalf by the Crown Solicitor in Our Office of Admiralty against the said ship, her tackle, apparel and furniture, and the goods and wares, and merchandise laden therein for the condemnation thereof as prize.

WE therefore command you that by affixing these presents upon the Notice Board at the Courts of Justice and by leaving affixed a true copy thereof you monish and cite all persons who have or claim to have any right, title or interest in the said ship, her tackle, apparel and furniture and the goods, wares and merchandise laden therein to enter an appearance in the Registry of Our said Court within 20 days after service of these presents and thereon to show cause why the said ship, her tackle, apparel and furniture and the said goods, wares and merchandise should not be pronounced to have belonged at the time of the capture and seizure thereof to Our enemies and as such or otherwise liable to confiscation and to be condemned as good and lawful prize and as droits and perquisites of Us in Our Office of Admiralty.

WE further command you to warn by the means aforesaid all the said persons that if they do not enter an appearance as aforesaid the Judge of Our said Court will proceed to adjudication on the said capture and make such order therein as to him shall seem right.

GIVEN at Victoria, Hongkong, in Our said Court under the Seal thereof this 2nd day of September, 1914.

[L.S.]

(Signed) G. H. WAKEMAN,
Registrar.

This Monition was served by me, J. W. LEE-JONES, Marshal, by affixing the same and leaving a copy in its place as therein provided on WEDNESDAY, the 2nd day of September, 1914.

(Signed) J. W. LEE-JONES,
Marshal.

This Monition is taken out by the Crown Solicitor on behalf of His Majesty in His Office of Admiralty. [1104

TO THE MEDICAL PROFESSION.

MISS MORITA, CERTIFICATED MASSEUSE (with diploma in Physiology and Anatomy), will be pleased to give Massage, under medical supervision.
Address— NOMURA HOTEL,
15, 16 and 17, Connaught Road.
Telephone No. 400.
Hongkong, 30th July, 1914. [992

HONGKONG SHORTHAND AND TYPEWRITING BUREAU.

WE are prepared to conclude Contracts for Perpetual Work.
We Guarantee our Qualifications, but ask our Price, which is standard and reasonable.
Ring us up and come to an arrangement before the chance is lost.

H. E. VICTOR,
Manager,
6, Des Vœux Road Central
(First Floor).
Telephone No. 650.
Hongkong, 15th May, 1914. [710

JUST RECEIVED

SMALL Supply of
ONE AND ALL'S
SEEDS.
GRACA & CO.
PEDDER ST. (Hongkong Hotel Building).
Hongkong, 29th August, 1914. [888

SINGON & CO.

ESTABLISHED A.D 1880.

IRON, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers, General Storekeepers and Shipchandlers. Nos. 35 and 37, HING LOONG STREET (2nd St. West of Central Market).
Telephone No 515. [45

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital	$15,000,000
Reserve Funds:—	
Sterling	
£1,500,000 at 2/-	$15,000,000
Silver...	$18,000,000
	$33,000,00
Reserve Liability of Proprietors	$15,000,000

COURT OF DIRECTORS.

Hon. Mr. D. LANDALE—Chairman.
W. L. PATTENDEN, Esq.—Deputy Chairman.
S. H. Dodwell, Esq. | P. H. Holycak, Esq.
G. T. M. Edkins, Esq. | J. A. Plummer, Esq.
C. S. Gubbay, Esq. | Hon. Mr. E. Shellim.

CHIEF MANAGER:
Hongkong—N. J. STABB.

ACTING MANAGER:
Shanghai—J. D. SMART.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.
ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per Annum.
For 6 months, 3½ per cent. per Annum.
For 12 months, 4 per cent. per Annum.

A. G. STEPHEN,
Acting Chief Manager.
Hongkong, 24th August, 1914. [15

BANKS

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.
LONDON OFFICE: 36, Bishopsgate, E.C.

BRANCHES:—

Bombay.	Kobe.
Calcutta.	Manila.
Canton.	Mexico.
Cebu.	Panama.
Colon.	Peking.
Empire.	San Francisco.
Hongkong.	Shanghai.
Hankow.	Yokohama.

CAPITAL AND SURPLUS Gold $7,200,000 equal £1,480,000
EVERY DESCRIPTION OF BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened on the usual terms.
DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.
BILLS NEGOTIATED and COLLECTED.
MAIL and TELEGRAPHIC REMITTANCES made.
LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.
THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.
COMMERCIAL LETTERS OF CREDIT issued.
PURCHASE and SALE of Stocks and Shares effected.
TRAVELLERS' CHECKS sold and cashed.

GEORGE HOGG,
Manager.
9, Queen's Road,
Hongkong, 21st October, 1913. [959

NEDERLANDSCH-INDISCH HANDELSBANK.
(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorised Capital	Fl. 30,000,000 (£2,500,000)
Paid-up Capital...	Fl. 17,407,000 (£1,450,580)
Reserve Fund.....	Fl. 6,518,000 (£543,168)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

LONDON BANKERS:
THE WILLIAMS DEACONS BANK.
SWISS BANKVEREIN.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. VERMEY, Manager,
No. 8, Des Vœux Road Central.
Hongkong, 3rd October, 1913 [2]

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital	...£1,500,000
Subscribed "	... 1,125,000
Paid-up "	... 562,500
Reserve Fund	... 465,000

BANKERS:
BANK OF ENGLAND,
and
LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business transacted.
INTEREST allowed on Current Account at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON,
Manager.
Hongkong, 10th July, 1914. 149

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital...	£1,200,000
Reserve Fund	£1,800,000
Reserve Liability of Proprietors	£1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON,
Manager.
Hongkong, 8th June, 1914. [1494

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed	Yen 10,000,000
Capital Paid-up	" 7,499,250
Reserve Funds	" 3,430,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES.

Amoy	Kiukiang	Shanghai
Batavia	Kobe	Singapore
Bombay	London	Swatow
Calcutta	Manila	Taichu
Canton	Moji	Tainan
Dairen	Nagasaki	Takow
Foochow	Newchwang	Tamsui
Hongkong	New York	Tokyo
Kagi	Osaka	Yokohama
Keelung	San Francisco	Etc.

HONGKONG OFFICE.
3, DES VŒUX ROAD.

Interest allowed on Current Accounts. Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.
Hongkong, 19th February, 1914. [848

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed on the Minimum Monthy Balances at 3½ per cent. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
A. G. STEPHEN,
Acting Chief Manager.
Hongkong, 14th May, 1914. [16

TO LET

TO LET.
From 1st September, 1914.

IN CANTON on SHAMEEN LOT 55. The premises now in the occupation of the Bank of Taiwan, Ltd.
Apply to—
DAVID SASSOON & Co., LTD.
Hongkong, 5th August, 1914. [1017

TO LET.

RAVENSHILL EAST, Park Road, containing 6 Rooms, 3 Bath Rooms, Servants' Quarters, &c. Vacant 1st November.
Apply—
DEACON, LOOKER, DEACON & HARSTON,
Hongkong, 3rd September, 1914. [1101

TO LET.

NO. 4, CLIFTON GARDENS (17, Conduit Road).
GODOWN, 98, Wanchai Road.
GODOWN, No. 4, New Praya, Kennedy Town.
Apply—
THE HONGKONG LAND INVESTMENT AND AGENCY Co., LTD.
Hongkong, 1st September, 1914. [1061

TO LET.

NO. 7, KNUTSFORD TERRACE, Kowloon.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 1st September, 1914. [1091

QUEEN'S BUILDING.

TO LET, the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 1st September, 1914. [838

TO LET.

TOP FLAT, Humphrey's Buildings, Kowloon. Immediate occupation if desired.
"ABERTHOLWYN," Peak Road. Six-Roomed House, completely furnished. Immediate occupation if desired.
Apply to—
HUMPHREYS ESTATE & FINANCE Co., LTD.,
Alexandra Buildings.
Hongkong, 29th August, 1914. [1083

TO LET.

FLATS, "WILD DELL," No. 147, Wanchai Road, newly built, each Flat with 3 Rooms, Kitchen, Bathroom and Servants' Quarters.
"THE NEUK," No. 83, Peak
Apply to—
SANG KEE
Care of COMPRADORE DEPARTMENT,
HONGKONG AND SHANGHAI BANKING CORPORATION.
Hongkong, 9th July, 1914. [924

TO LET.
From 1st September, 1914.

HOUSE, No. 5, Conduit Road. Fine View of Harbour. Newly painted and repaired.
For further particulars, apply to—
H. M. H. NEMAZEE.
Hongkong, 24th July, 1914. [968

TO LET.

OFFICES in Hotel Mansions. From 1st September next.
Apply to—
HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, 8th July, 1914. [915

TO LET.

HOUSE, No. 3, ORMSBY TERRACE, Kowloon.
Apply to—
SPANISH DOMINICAN PROCURATION.
Hongkong, 28th August, 1914. [1056

TO LET.

3 ROOMS, suitable for Offices, on the Ground Floor of Bello Buildings, 31, Wyndham Street.
Apply to—
P. A. XAVIER,
Care of Hongkong Printing Press.
Hongkong, 11th July, 1914. [930

TO LET.

IN ALEXANDRA BUILDINGS VERY CONVENIENT OFFICES and ROOMS.
Apply— SECRETARY,
A. S. WATSON & Co., LTD.
Hongkong, 9th July, 1914. [923

TO LET.

OFFICES, in St. George's Building, Second Floor, from 1st October.
Apply to—
SHEWAN, TOMES & Co.
Hongkong, 29th August, 1914. [1087

華中外新聞報

CHUNG NGOI SAN PO
(Chinese *Daily Press*),
PUBLISHED DAILY
is the oldest and still immeasurably the best Advertising medium among the Native Community.
Established for over FIFTY YEARS
Circulates largely throughout Southern China Indo-China etc
Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Vœux Road Central, Hongkong, 131, Fleet Street, London or from the different Agents.
Documents translated from or into Classical or Colloquial Chinese.

Cutler Palmer & Co
The Wine Merchants of the East

NAPIER - JOHNSTONE'S

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

1745.

BEWARE OF IMITATIONS.

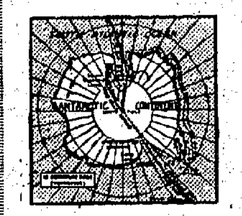
SOLE AGENTS IN HONGKONG

LANE CRAWFORD & CO.

and from ALL WINE MERCHANTS.

[83

Sir Ernest Shackleton's Route 1,700 miles across the South Pole from sea to sea.



WRITING to the agent entrusted with the purchasing of the stores for the forthcoming Imperial Trans-Antarctic Expedition, Sir Ernest Shackleton uses these words:

"The question of the concentrated beef supply is most important—it must be Bovril."

Men who trust their lives to their food take no risks, and Sir Ernest Shackleton, planning this expedition with as intimate a knowledge of stores as of ice and snow, has recognised the scientifically proved value of Bovril.

95-1

"HOW I MADE MY WINDOWS PRETTY."

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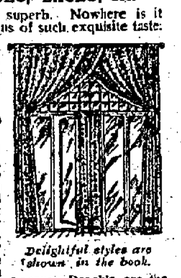
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BOOMS AND SLUMPS.

ARE TRADE DEPRESSIONS NECESSARY?

MR. MONEY'S VIEW.

The Board of Trade returns for May exhibited some falling off in our external commerce, imports being down £2,176,000, and exports of British goods being down £1,807,000 as compared with the corresponding totals of May, 1913, writes Mr. L. G. Chiozza Money, M.P., in the *Daily News*. No one can be surprised at the decline; indeed, what may well surprise us is the fact that the extraordinary trade boom of 1912-1913 has continued so long, and after long continuance has subsided so calmly. The course of trade is a matter of very deep interest, and owing to the new public concern in commerce, which has been a happy result of Mr. Chamberlain's otherwise unfortunate fiscal campaign, many people have come to realise that for long years past trade has proceeded in a rhythmic succession of booms and slumps, each period of good trade being the precursor of a period of depression. The time beat of the commercial symphony has not been quite regular, but in the latter part of the nineteenth century boom years were separated by periods of about ten years.

UPS AND DOWNS.

Here are the best and worst years of the last one-third of the century which had such an unduly high opinion of its achievements:—

SOME NINETEENTH CENTURY SLUMPS.

	British Exports. Million.	Interval Between Booms.
1872 Boom	£256	
1879 Slump	192	
1882 Boom	242	Ten Years.
1886 Slump	212	
1890 Boom	284	Eight Years.
1894 Slump	216	
1900 Boom	291	Ten Years.

Let it be observed that the nineteenth century could at least boast with reason of its commercial crises. They were of a first-class order. Whereas in 1872 British exports amounted to £256,000,000 they fell in seven years by £64,000,000. Whereas in 1882 our exports were £242,000,000, in four years they fell by £30,000,000. Rising again to £284,000,000 in 1890, they incontinently fell in only four years by £48,000,000. In 1900, at the threshold of the twentieth century, there was a recovery to £291,000,000.

During these long years of our commercial history the recurrent trade depressions brought utter destitution to armies of work people. Although recurrent suffering from unemployment was so great, the Government never thought it its duty to do anything for the unemployed. The first principle of British statemanship was to do as little as possible—for choice, nothing at all. It was the period of deliberate public parsimony. Looking back, we can at least see very clearly that parsimony did not prevent acute trade depression.

TWENTIETH CENTURY EXPANSION.

Now let us turn to British commerce in the twentieth century. In the following table I give our exports year by year since 1900:—

TWENTIETH CENTURY TRADE.

British Exports in Millions:—

1900	£291
1901	£280
1902	£283
1903	£291
1904	£291
1905	£330
1906	£375
1907	£426
1908	£377
1909	£378
1910	£430
1911	£454
1912	£487
1913	£525
1914 Slight Decline becoming apparent.	

It will be seen that while a trade depression followed the boom year 1900, it was a slight one as compared with the old slumps. Exports fell from £291,000,000 to £280,000,000, and then recovered, rising to the unprecedented figure of £426,000,000 in 1907, only seven years after the previous boom year.

There was then a slump, but one of smaller proportions than of old. In 1908 exports fell by £49,000,000, but this decline was in a trade very much greater than that of 1890, which suffered a fall of £48,000,000. Quick recovery followed and exports have since amounted to the extraordinary figure of £525,000,000 in 1913, a rise of nearly £100,000,000, after an interval of only six years since the last trade boom. Since 1872, then, the trade booms have been separated by the following intervals:—

1872—1882	10 years.
1882—1890	8 ,,
1890—1900	10 ,,
1900—1907	7 ,,
1907—1913	6 ,,

It is clear, then, (1) that trade slumps have lost their old terrors, and (2) that trade depressions are shorter than they used to be.

As to 1914, as I have reminded the reader, there is now some falling off in trade, and the probability is that 1914 as a whole will show some decline as compared with 1913, but not a decline of the bad old sort.

Perhaps I may be allowed to point out in passing that in view of the great increase in public expenditure in all great countries in recent years, those who have tried to maintain that increased public expenditure could only lead to commercial ruin and decline have really a great deal to explain away.

MAN'S NEED NOT IRREGULAR.

Contenting myself with this little dig in certain economic ribs, I pass to the serious moral of my tale.

To vary the expression of an old tag, man wants but little here below, but he wants that little regularly. If, then, trade is irregular, it is not because of any variation in the needs of men. Booms and slumps are the expression of commercial imperfection. Apart from variations in harvests, the yields of which, taking one country with another, and one season with another, could easily be averaged up in an orderly world of intelligent human beings, there is not the slightest need for trade irregularity. The common acceptance of good trade and bad trade as dark and inevitable phenomena is unworthy of that human intellect which is capable not merely of embracing an absurdly small planet fettered by gravity to an inferior star, but of plunging the plumb-line of its thought and speculation into the cosmos itself.

In the twentieth century we are undoubtedly attaining to a better grip of the world we live in, and there is every reason to hope that within a comparatively short period the world will erase bad trade from its annals. The pettifogging of the nineteenth century is being succeeded by large-scale dealing; that large-scale dealing is coming to be subjected to control in the public interest. The end is not in doubt. The resources of the world will be mapped, managed, conserved, wisely used, well distributed. Man will become a citizen of the world in a sense which does not now obtain, and all the world will be given to each man's use in wisdom and understanding.

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THE DEATH OF MRS. WOODROW WILSON.

The reports in American papers of the death of the President's wife show Mrs. Wilson had been ill since last February, when she fell in the White House and strained her spine. She practically recovered from that injury, but in the meantime kidney trouble set in and gradually she grew weaker.

About two months ago her condition began to grow serious, and about two weeks before her death Dr. Grayson, her medical attendant, became alarmed. Noted specialists were called in and trained nurses were kept in constant attendance. She continued to grow worse, however, until serious sinking spells came early in August and she passed away in the presence of her husband and three daughters at 5 p.m. on August 6th.

Mrs. Wilson was fifty years old, and when she came to the White House was in robust health. Always a home lover, she nevertheless immediately assumed the arduous duties of a President's wife. She took an active interest in public affairs and frequently received delegations calling on the President when he was too busy with other matters. Even during her last illness she frequently asked to be informed of the events of the United States and the world. The news of the seriousness of her illness was kept from the public until the day before her death, when it was admitted that her chances of recovery were slight.

Mrs. Wilson took an active interest in the career of her husband, in his contests with Congress over legislation and the numerous official duties with which he was burdened. Throughout life she had been his constant helpmate and companion. Her clear judgment on political affairs and broad views of educational questions had been a source of gratification to him for years.

Mrs. Wilson was a woman of simple ways, possessed of a naive, magnetic manner. She had a faculty of putting her guests promptly at ease and was a charming hostess. She was ever democratic and modest in her tastes.

Congress adjourned as a mark of respect after passing a resolution expressing their profound sorrow.

COOLIES AND DRINK.

QUESTION IN THE COMMONS.

In the House of Commons the following question was asked recently by Sir Herbert Roberts:—

Whether in view of the allegations publicly made at meetings of the Planters' Association in British Malaya, with regard to the spread of drinking habits among the immigrant population; especially Tamil estate labourers, further steps will be taken to remedy the admitted evils arising from the drink traffic in the States and Colony; whether it is the intention of the Government of the Federated Malay States to establish a system of licensing boards upon the lines recently adopted in Bengal; whether it is proposed to substitute a system of fixed licence fees for the auction system and to insure a stricter supervision and inspection of places licensed for the sale of drink; and whether it is intended to include toddy and beer in the restrictions now applicable to the sale of spirituous liquors to Tamil coolies.

In reply Mr. Harcourt said:—The High Commissioner for the Malay States informed me on the 30th of April last that the reports which had been called for from the Residents on the working of the 1912 Excise Enactment had been received; that they showed that the system established by the Enactment was certainly better than that previously followed; and that the question of introducing further improvements was under consideration. A further despatch is promised after receipt of a report on the subject from the Acting Controller of Labour, who has visited India lately and studied the system adopted there.

THE MISERY OF MEAL TIMES.

DAINTY MORSELS FAILED TO CREATE A DESIRE TO EAT.

"Can you enjoy your food?" On the answer to this simple question a whole life's happiness may hang. Some people at meal times approach the table as if they were leaving the condemned cell for execution. There's always a skeleton at their feasts—an ever present sense that good digestion will not wait on appetite, nor health on both. They never allow themselves to forget they have a stomach or a liver. They could not if they would, for the torments that follow from an impaired digestive system are a perpetual nightmare to them.

To tell sufferers from dyspepsia that the malady in one form or another has afflicted all ranks of society, in all ages, from the cradle to the grave, is poor consolation. They would prefer to be out of the fashion, as the saying is. "Let King So and So, Lord This and That, and Mr. Multi-Millionaire keep their indigestion," they would growl if you said they were in the same class of sufferers; "What I want is to be on good terms with my food. Can you tell me how?"

We can. For the past 40 years the remedy for stomach, liver and bowel troubles, which has won popularity as wide as the world, has been Mother Seigel's Syrup. Read this convincing testimony:—

Mrs. Rose Collins, of 13, Ravenscraig Road, Woodstock, near Cape Town, writes on January 2nd, 1914:—"About three years ago, I began to suffer very much from indigestion. I developed symptoms such as pains in the chest, side, between the shoulder blades, and severe headaches.

"Even the most dainty morsels of food failed to create a desire to eat. I became so weak and run down that I soon became incapable of managing my household affairs. I was induced to try Mother Seigel's Syrup. A few doses gave me great relief, invigorated my appetite, and by the time I had finished three bottles I had thoroughly recovered. I have since been in the best of health."

Perhaps in the stress of modern life there is a tendency to treat lightly the first little derangement of the stomach, liver, or bowels until dyspepsia has us in its grip, when loss of appetite, irritability, sick headaches, constipation, and other distressing symptoms weigh heavily upon us.

Don't make this error. Get in a counter blow, and, indeed, "get your blow in fust." An occasional dose of Mother Seigel's Syrup you will find will keep the digestive organs up to concert pitch; and a few doses will relieve you of the first signs of indigestion. To banish it, if you have been a victim to it for a long time, take a regular course of Mother Seigel's Syrup in the prescribed dose after meals.

With the experience of others to go by, you may look forward to quick relief, and ultimate restoration to health. You may be offered something else when you ask for Mother Seigel's Syrup. Hand it back, and get what you want; don't have a substitute foisted on you. Imitation is the homage shoddiness pays to excellence. [106

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Hongkong, 13th June, 1914. [825



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NOTICES TO CONSIGNEES

S.S. "POLYNESIEN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Normand," from Havre ex s.s. "Normand," and from Bordeaux ex ss "Ville de Ceute," in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 7th inst., at NOON, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 10th inst., or they will not be recognized.

All damaged packages will be examined on the 7th inst., at 10 A.M.

No Fire Insurance has been effected.

P. THOMAS
Agent.

Hongkong, 1st Sept'e '914. [2

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE Cargo

ex S.S. "PRINCESS ALICE,"

having been transferred and arrived per S.S. "NILE" from Manila, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, have been landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, where delivery may be obtained, against extra freight and expenses incurred.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after SATURDAY, the 5th inst., at Noon, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th inst., at 9.30 A.M.

All Claims must reach us before the 10th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

MELCHERS & Co.

Hongkong, 4th Septe ber, 1914. [1103

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NAMUR,"

Arrived Hongkong on 2nd Sept., 1914,

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 3rd September, 1914. [1

BAD BREATH.

THE TONGUE IS THE INDEX.

Your breath is foul. You do not perceive it yourself. You are like a person who is always among the oils and varnishes—you get used to what is to many people a most obnoxious smell. It is most disagreeable to those with whom you come in contact. A slight Headache, a Bad Breath, and a Coated Tongue, are the first symptoms of Stomachic Disease. Take time by the forelock and intercept its germination; arrest the germs ere they develop into disease. A pill in time may save days of suffering. Look at your tongue in the looking glass every night and morning, and if it is at all discoloured, take a couple of Dr. Morse's Indian Root Pills. They will remove the objectionable matter from the stomach, regulate the system, and sweeten the breath. One or two of these pills taken once or twice a week will ensure a well-regulated system, fortified against all disease.



A coated tongue indicates a foul breath.

They are a perfect Blood Purifier and a positive and permanent cure for Biliousness, Indigestion, Constipation, Headaches, Sallow Complexion, Liver and Kidney troubles, Piles Pimples, Boils and Blotches, and for Female Ailments.

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For Sale by WATKINS, Ltd., Wholesale and Retail Agents, and Chemists and Stores generally, at 60 cents per bottle, or will be forwarded on receipt of price by THE W. H. COMSTOCK CO., Ltd., Sole Proprietors 21, Farringdon Avenue, London, England.

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Its perfect fit and scientific construction preventing that annoying clogging and evaporation of the ink which attends the use of the old-fashioned dip pen or the cheap and nasty type of fountain pen. The "Swan" has a perfect ink-feed, is fitted with a gold nib iridium tipped, does not leak, and is easily filled and cleaned.



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THE "KOMAGATA-MARU" INDIANS.

MORE TROUBLE IN JAPAN.

The 350 Indians on board the *Komagata-maru* are having further trouble in Japan, says the *Japan Chronicle* of the 27th ult. Owing to a dispute with her agents, Messrs. Sato & Co., concerning the terms of the charter for Calcutta, her departure has been delayed, and the Indians on board are in a worse plight than ever.

Mr. Javahermal, an Indian now on a visit to Japan, and an old friend of Mr. Gurdit Singh, the leader of the *Komagata-maru* party, gave a *Chronicle* representative some interesting particulars of the expedition and its various fortunes. Mr. Gurdit Singh, he explained, is a wealthy land-owner in the Punjab, worth about two lakhs of dollars — Y.200,000 — and a person of much influence in his district, which is situated not far from Calcutta. He became imbued with an emigration scheme, to Canada, which he decided to embark upon at his own expense. He was aware that Indian labourers were excluded from Canada, but there was, so far as he could ascertain, no law forbidding Indian merchants to settle in the Dominion, and already a number of Indian merchants were doing business in British Columbia. He therefore decided to make his emigration scheme bear a commercial character. He proposed starting a steamship company, which should carry iron and coal from India and Japan to Canada, and in return carry cargoes of timber, for Canadian wood was much in demand in India. In addition, he would engage in other forms of commerce in connection with his shipping scheme. He looked forward to a time, however, when the Indian emigrants might be able to purchase land in Canada and engage in farming. All the emigrants would go over to Canada as servants in his employ, and he undertook to bear all the expense.

The facts, as set out for us by Mr. Javahermal, are these:—In Vancouver Mr. Gurdit Singh realised the serious financial plight he was in, being bound as he was by the terms of the charter, and decided to transfer it to one of the Vancouver Hindus, who was taking an interest in the emigration scheme, namely, a Mr. Rahim. To that gentleman was therefore transferred all Mr. Gurdit Singh's liabilities, including the supply of bunker coal for working the steamer. The agents of the *Komagata-maru* gave a written undertaking to transport the Indians back to Calcutta, the charter to expire on October 4th. There was still a large quantity of coal on board, and this was used on the return voyage to Japan to the amount, reckoning Japanese prices, of Y.12,000, though Mr. Javahermal claims that it was worth double this amount in Vancouver.

Now, we understand, the owners refuse to carry the Indians any further than Kobe, notwithstanding the terms of the charter, unless Mr. Gurdit Singh repays the Y.8,000 which he borrowed in Moji. Mr. Gurdit Singh's reply to this is that the coal has already been used on board by the owners to the value of more than Y.8,000, and therefore they have no further claim against him. If they want him to pay Y.8,000, they must restore to him the coal. According to the contract, the charterer must pay for the cost of fuel, but Mr. Singh is no longer the charterer, but Mr. Rahim, of Vancouver. Meanwhile the position of the Indians is pitiable. They are all destitute, and have not even the money to buy fruit and fresh vegetables in Kobe. On board ship they have been refused light and steam for cooking purposes, though, through the instrumentality of the Consul-General, this grievance has been somewhat remedied. The food on board is of the poorest kind, and consists almost entirely of pulse. They have not even the means to telegraph to India for help. They are beginning to despair of ever getting back to their wives and children in India, of whom they have heard nothing for months, and who may be as destitute as they are themselves. As for Mr. Gurdit Singh, he is practically a ruined man, for this enterprise has made huge inroads in his wealth. It is a most lamentable story, and it is to be earnestly hoped that the British Government will do something for the unhappy men.

As the result of a long conference between the British Consul-General, Mr. Forster, the Indians, and the representatives of the Sato Company, who are the agents for the owners of the *Komagata-maru*, Messrs. Nagata, of Moji, the Japanese consented to pay for the transportation of the Indians to Hongkong, on another steamer, and we understand the Consul-General agreed that the British Government should pay for the remainder of the voyage to Calcutta. There is still a prospect, however, of the *Komagata-maru* leaving with the Indians on board to-day, in order to complete her charter up till October 4th. If this does not take place, the Indians will very likely remain in port until the 20th instant, and depart on board a British steamer for Hongkong, in accordance with the undertaking given by the Japanese. As all the food on board has given out, the British Consul-General has agreed to pay for the maintenance of the Indians while they remain in Kobe. Mr. Gurdit Singh, though consenting to these terms, made it clear that he waived not a single one of the legal claims he had put forward, and which he intended to prosecute when he was within British jurisdiction.

THE NETHERLANDS INDIES PORTS.

The premier position of Singapore as a harbour is by no means regarded by our Netherlands Indies neighbours as beyond challenge, and the Administration of the Islands is putting forth every effort to improve, enlarge and beautify the natural ports and anchorages.

As we know, the steam dredge *Java*, now in dock here for repairs (despite the presence of the great floating dock at Sourabaia) has been at work for some years and will probably remain at her location in Deli for another five. But so keenly alive are the Dutch authorities to the advantages of good harbours that another dredger will in the comparatively near future reach the East.

She is now in course of construction at Schiedam, and is to be a vessel far larger and more powerful than the *Java*, whose pumps on occasion have sucked up the last huge stone anchor of a trading junk, and, on another, half of a lost propeller. The new ship, moreover, will have two dredge pipes working simultaneously.

Captain Williams, of the *Java* and his second officer will join the new vessel on her arrival early next year, while the *Java's* Chief Engineer will proceed to Holland and join the vessel there. The new vessel will be about three times the size and many times the capacity of the *Java*, and should be able to play havoc with ledges and sand banks on the island ports.

This forward policy of the Dutch is highly commendable, and interesting to Singapore, where there are not a few who believe that Samarang is a rapidly growing rival.—*Singapore Free Press.*

BOOKING THEATRE SEATS BY WIRELESS.

We are probably nearer than many people imagine to the time when the expression "ordering by wireless" will be as common among the sea-going community as is the expression "mail orders" among land lubbers. Trans-ocean travellers appreciate to an increasing extent the convenience of dispatching through the wireless telegraph office on board the ocean liner instructions to the hotel, the garage, the tailor, the theatre, and to the hundred and one tradesmen who cater for the travelling public, so that on arrival in port delay is reduced to a minimum. An example theatre booking by wireless telegraphy which has been brought to our notice will serve to illustrate our remarks. Early last month the manager of the Queen's Theatre was surprised to receive a prepaid marconigram from a party of Americans on the *Olympic*, then in mid-ocean, asking whether seats for the performance at that theatre were available for Monday evening, June 8th. By arrangement with various libraries four boxes and ten stalls were secured, and an answer to this effect was dispatched to the *Olympic*. A reply came: "O.K. We shall be there."—*Wireless World.*

SHIPPING REPORTS.

The British str. *Tungshing* reports: Fine weather to Padaran; thence west winds to port.

The British str. *Haiching* reports: Cyclonic winds in Formosa Channel, fresh S.E. winds and showery between Swatow to Hongkong.

Nurse highly recommends VAN HOUTEN'S COCOA

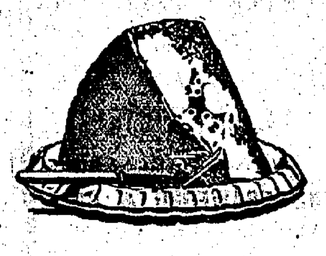


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A delicious flavouring also for puddings and pastry
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THE GREATEST TONIC AND DIGESTIVE

HAS BEEN SUPPLIED BY ROYAL COMMANDS TO—

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SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of Anæmia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

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CLETEAS *is a* MELISSA *and* MINT *cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.*

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LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD

This remarkable compound, the latest discovery of modern times, is without equal in all cases of defective nerve and brain power, whether induced by worry, overwork, dissipation, or other influences. Sleeplessness, palpitation, defective circulation, nervous dyspepsia, tic or neuralgia, low spirits, mental and bodily prostration, want of confidence, general debility, premature decay or deficiency of the vital forces, loss of vitality, harassing dreams, restlessness that can settle to nothing, irritability of temper, female complaints, hysteria, backache, bearing down sensations, wasting diseases, consumption, night sweats, muddy, high-coloured water, &c., are all so many different phases of brain and nerve wreckage and exhaustion, the cause of by far the greater portion of the misery, ill-health, and despondency by which we are confronted on every hand, that can only be successfully combated by the use of this wonderful and highly scientific preparation. Bracing up the system generally, it gives tone to the exhausted nerves, arrests all weakening wasting discharges, restores the failing energies, and imparts new life and vigour to those who had so recently seemed played out, used up and valueless. Bottles Price 2s. 9d.

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Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poorness, impurity, or other imperfection of the blood from whatever cause arising. No sooner is it imbibed into the system than it permeates and penetrates to the minutest capillaries, overcoming and expelling disease, wheresoever and in whatsoever form met with; removing all blotches, pimples, scurf, scurvy, scrofulous and glandular swellings, discolorations, roughness and unsightly patches, &c. Its effects are almost magical in the treatment of gout, rheumatism, sciatica, lumbago, pains and swellings of the joints, discharges, blood poison, eczema, lepra, psoriasis, bad legs, bad breasts, abscesses, ulcers, wounds, sore throat, goitre or Derbyshire neck, improves the general health, and quickly removes long-standing bronchitis, asthma, and hacking straining, spasmodic cough, too often the precursor of consumption. Bottles Price 2s. 9d.

Send stamped addressed envelope for free booklet, or P.O. 2/9 for trial bottle or other remedy, to THE VETARZO REMEDIES CO., GOSPEL OAK, LONDON. Unprincipled Vendors may try to sell you something else for extra profit—do not accept it, but insist on having VETARZO. The genuine has the words "VETARZO REMEDIES" on Government Stamp.

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REVIEWS.

The Position of Woman in Primitive Society. A Study of the Matriarchy. By C. GASQUOINE HARTLEY (Mrs. Walter M. Gallichan). London: Eveleigh Nash.

In this thoughtful book, as its writer contends, an attempt is made to establish the position of the mother in the family, but it deals with what is known as "the Woman's Movement" as we see it to-day in somewhat violent form in England. Women, we are told, are reclaiming a position that is theirs by natural right—a position which once they held. They are "pressing forward towards a recasting of the patriarchal view of the relative position and duties of the two sexes. It must be regarded as an extremely great and comprehensive movement affecting the whole of life. From this wider standpoint, the fight for the parliamentary suffrage is but as the vestibule to progress; the possession of the vote being no more than a necessary condition for attaining larger and more fundamental ends." In other words, while disclaiming that this involves "rule by women," she wants a recasting of the relationship between the sexes which is nothing less than revolutionary, a change in the social system which may or may not be favourable to woman herself. So far as she goes to history and ethnography for material there is no need to deal with Mrs. Gallichan's book in detail. She has undoubtedly bestowed a considerable amount of thought to the subject, but it seems to us that she is advocating a system which, in the long run, would be subversive of the interests of her sex, if not of humanity at large. We hesitate to say that she advocates promiscuity, but she comes very near "free love" in the following closing passages of her book:—"The vital germinal spot of each forward step in women's position must be sought with the women who are the conscious mothers of the race. The great women reformers are not those who would have women act just like men in all externals, but those who are conscious that all men are born of women. In this lies women's strength in the past and in this must be their strength in that glad future that is to be. But only if motherhood is regarded as an intrinsic glory, and children are born in freedom. Think what this means. The birth of a child, in so far as its mother has not received the sanction of a man, is subject to the fire and brimstone of public scorn. And this scorn is the most pitiful result in all the patriarchal record. A woman's natural right is her right to be a mother, and it is the most inglorious page in the history of woman that too often she has allowed herself to be deprived of that right. Women have this lesson first to learn. We, and not men, must fix the standard in sex, for we have to play the chief part in racial life. Let us, then, reacquire our proud instinctive consciousness, which we are fully justified in having, of being the mothers of humanity; and having that consciousness, once more we shall be invincible." There seems to be some confusion of ideas in all this. We take it that what Mrs. Gallichan wishes to claim for women is that they, and not men, must fix the standard of morality. Of course, if that is what she means—for she can never be deprived of the right of motherhood—there will be only too many men ready to agree, but, in the end, will the result be better than the system that has arisen out of the gradual civilisation of humanity, sanctioned and fostered by most forms of religion throughout the world? She may hold the opinion that primitive methods were best, and many may subscribe to her contention, but is it any more possible to discard our present-day civilisation than it is to transform man into the pre-historic forms from which scientists assure us he sprung? There may be room for improvement in the relative positions of the sexes in the modern scheme of life, but any change must be gradual and natural; it cannot be forced violently by "advanced" women.

A Lad of Kent. By HERBERT HARRISON. With Illustrations. London: Macmillan & Co., Ltd.

It is hard to believe that this is the maiden effort of a new writer of fiction. Yet the publishers assure us that it is, so we take the opportunity of congratulating the author and at the some time of welcoming him into the select circle of English novelists. He has chosen that period of English history which lies between Trafalgar and Waterloo, and that portion of the coast which lies between Folkestone and Dover as the scene of his story. It is a most vivacious story, dealing as it does with sheep-stealers, smugglers, press-gangs and the like, and the author, as sailormen will find out for themselves, is quite familiar with the sea and the handling of sailing craft. Most of the characters are drawn with much ability, and the climax, hidden with a great skilfulness, comes as a surprise to the reader. There is a touch of Stevensonian "penny plain, twopence coloured" about some of the scenes depicted, and a suggestion of the "three-up and one-down" swashbuckler type amongst the characters, but there is such a swing and such a humour in the story that we welcome these reminiscent touches as friends of our youth. At any rate, they are a welcome change from "the eternal triangle" of the prurient stuff that poisons so much of our literature of the present day.

The Mystery of Dark Hollow. By ANNA KATHARINE GREEN. London: Eveleigh Nash.

Possessed of some new features, this well-constructed story of crime and mystery at once arouses the attention of the reader and keeps him interested to the last page. It seeks to show how the sins of the father are visited upon the children. At a period prior to the opening of the story, a murder has been committed and for it a man has been hanged. The daughter of the executed man is in love with the son of the judge who sentenced her father to death. Seeking her daughter's happiness, the mother, convinced of her husband's innocence and believing that the judge also considered him innocent, sets herself the task of elucidating the mystery. Her efforts set up the complication of involving the judge's son in the crime, and in the tangle that follows the mystery gets more and more involved till one begins to despair of the fate of the unhappy lovers. However, all doubts and mysteries are cleared up in a most logical way, and the story ends on the happy note of love triumphant over all difficulties.

The Man of Genius. By HERMANN TURCK, Ph.D. Translated by the late Professor George J. Tamson, M.A., Ph.D., Lecturer in English at the University of Gottingen. London: Adam and Charles Black.

Since it was first published in 1896, this philosophical work has passed through no less than seven editions in Germany. Its value, therefore, may be taken as established beyond all cavil; but if proof of this were needed this is supplied by the long list of extracts from critical notices by eminent Continental scientists and philosophers in the leading newspapers and magazines of Germany. This is the first edition published in the English language. The translation is exceedingly well done; in fact, so well done that it might serve as a model for many English writers of their own language.

The contents can best be described in summary form from the publisher's note which accompanies it. From this book there emanates a subtle influence which will be felt by all men of a deeper nature. "It will open men's souls to the wonder and beauty of the world and reveal the mysterious ties that bind together all existing things. It shows men their special place in the great universe and, by removing the trammels that obstruct the free action of their will, endows them with new creative power. It is a book that teaches them to recognise the inner relationship between the great minds of the world, to recognise the profound thoughts and ideals of a Shakespeare in his 'Hamlet,' of a Goethe in his 'Faust,' of a Spinoza or a Schopenhauer in his philosophy, of a Buddha and a Christ in their direct striving towards the eternal, of an Alexander, a Cæsar, a Napoleon in their great words and their great deeds. This book shows how man's high creative power has been gradually developed in conjunction with his social instinct. It shows that this creative power of genius is a thoroughly healthy thing, and not, as Lombroso maintains, a thing that is essentially morbid. It shows that what leads to the beautiful, the true, and the great is selfless devoted love, and not, as the modern antisophers Stirner and Neitzsche teach, self-worship and hatred. This book proves, moreover, that the deepest thoughts on the creative genius of man were long ago expressed in Hesiod's Myth of Pandora and in the Bible story of the Fall of Man, and for the first time gives a satisfactory explanation of the portentous meaning of mankind's most terrible evil, the Hope-Fear in Pandora's ominous casket. The book is built up on scientific foundations. Nevertheless, its simple, clear and vivid style will enable every reader to measure the heights and depths of human feeling, thought and aspiration."

CANCER AND SMOKING.

INQUIRY INTO THE EFFECTS OF ALCOHOL AND TOBACCO.

A personal investigation into the habits of persons who have suffered or died from cancer during the last two years has been made by the medical officer of health for Woolwich, Dr. S. Davies. He says that it has long been known that the disease is frequently a result of local irritation. Apart from the irritation caused by a pipe, smoking has been alleged to be the cause of cancer. So also has alcoholic liquor.

Dr. Davies' inquiries were directed upon the detection of habits of five to 10 years' duration before death. The cases investigated numbered 71 males and 49 females. As regards smoke and alcohol, it was possible in most cases to learn to some extent the amount consumed, and an arbitrary standard was taken as to the limit of moderation consistent with health. In the case of alcohol this was the daily consumption of 1½ pints of beer, or its equivalent, an ounce of spirits being considered equivalent to a half-pint of beer. The standard for smoke was taken as 2oz. of tobacco per week. Persons consuming more than these quantities have been classed as excessive drinkers or smokers. As regards tobacco, the amount consumed per adult male is 2.4oz. per week, as against 1.7oz. 10 years ago. Thus the amount of tobacco per smoker has increased by at least as much.

Thirty-one of the patients were stated to be excessive users of alcohol, 10 took the standard quantity, and 74 below the standard. There were thus 27 per cent. of excessive alcohol drinkers. Forty-five smoked excessively, five consumed an average quantity, and 66 below the average, giving 39 per cent. of excessive smokers. These figures may be compared with those obtained for 108 persons under similar circumstances who did not die of cancer. Of these 18 per cent. were excessive alcohol drinkers and 17 per cent. excessive smokers.

Of 33 persons dying from cancer of the lips, tongue, jaw, &c., 14, or 45 per cent., took alcohol excessively; while 25, or 76 per cent., smoked excessively.

Of cases of cancer of other parts than the mouth and throat, 20 per cent. took alcohol excessively, and 23 per cent. smoked excessively. It would appear, then, that both alcohol and smoking had some little general effect in promoting cancer, but chiefly exerted their injurious influence locally.

CLARKE'S B. 41. PILLS.

A warranted cure for all acquired or constitutional Discharges from the Urinary Organs in either sex. These famous Pills also cure Gravel, Pains in the Back and all Kidney Disorders. Free from mercury. Forty years' success. Sold by all Chemists and Storekeepers throughout the world.

Beetham's La-rola

Makes the Skin as SOFT AS VELVET, and keeps it SOFT, SMOOTH and WHITE all the year round

Removes and prevents Roughness, — Redness, Irritation, Tan, etc. — COOLING AND REFRESHING DURING THE SUMMER HEAT

M. BEETHAM & SON, CHELTENHAM ENGLAND

FOOD PRICES IN HONGKONG

PROCLAMATION.

No. 15.

[L.S.] FRANCIS HENRY MAY,
Governor.

By His Excellency Sir Francis Henry May, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of the Colony of Hongkong and its Dependencies and Vice-Admiral of the same:

Whereas by sub-Clause 10 of Clause III. of the Order of Her late Majesty Queen Victoria-in-Council made on the 26th day of October, 1896, which was proclaimed in this Colony on the 5th day of August, 1914, it is enacted that the Governor may by proclamation prescribe the maximum price for which any article of food may be sold by retail and that any person who after such proclamation and until it shall have been revoked shall sell any article of food at a higher price than the prices so prescribed shall be deemed guilty of an offence against the said Order and shall on conviction thereof be liable to a fine not exceeding 50 dollars or to imprisonment for a term not exceeding three months:

Now therefore, I, Sir Francis Henry May, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of the Colony of Hongkong and its Dependencies and Vice-Admiral of the same, do hereby prescribe that the respective maximum prices for which the following articles of food may be sold by retail shall be as follows:—

SCHEDULE OF MAXIMUM RETAIL PRICES.

1.—*Flour*:—
(*a.*)—Highest Grade.
per bag of 50lbs. $4.00
per lb. 0.08
(*b.*)—Second Grade.
per bag of 50lbs. 3.50
per lb. 0.07

2.—*Tinned Milk*:—
(*a.*)—Sweetened Condensed Milk, per 1lb. tin 0.30
(*b.*)—Unsweetened Condensed Milk, per 1lb. tin 0.25
(*c.*)—Sterlized Milk, per tin (18oz.) $0.25
(*d.*)— „ „ per 1 litre tin 0.35
(*e.*)—Eagle Brand, per 1lb. tin ... 0.33
(*f.*)—Skimmed Milk, per 1lb. tin... 0.20

3.—*Sugar*:—
Cube (in 6lb. tins), per tin 1.00
Refined Crystallized, per lb. 0.12
Granulated, per lb. 0.12
Soft, No. 1 quality, per lb. 0.11
„ No. 2 „ „ 0.10

3.—*Frozen Meat*:—
The Dairy Farm prices for frozen food and other stores published on 1st August, 1914, are the maximum retail prices for the articles enumerated in the price list of that date.

5.—*Market Produce*:—

	lb.	Cts.
BUTCHER MEAT.		
Beef Sirloin and Prime Cut—Mei	lb.	22
Lung Pa	„	22
„ Corned—Ham Ngau Yuk ...	„	22
„ Roast—Shiu	„	20
„ Breast—Ngau Lam	„	18
„ Soup—Tong Yuk	„	24
„ Steak—Ngau Yuk Pa	„	35
„ „ Sirloin—Ngau Lau..	„	26
„ Sausages—Ngau Chaung ...	per set	12
Bullock's Brains—Ngau Know ...	each	50
„ Tongue, fresh—Ngau Li	„	60
„ Tongue corned — Ham Ngau Li	„	$1.20
„ Head—Ngau Tau	lb.	14
„ Heart—Ngau Sum	„	24
„ Hump, Salt—Ngau Kin	each	12
„ Feet—Ngau Kark	„	12
„ Kidneys—Ngau Yiu	„	22
„ Tail—Ngau Mei	lb.	14
„ Liver—Ngau Kon	„	7
„ Tripe (undressed)—Ngau To	set	$1.20
Calves' Head and Feet—Ngau-chai-tau-kark	lb.	27
Mutton Chop—Yeung Pei Kwat..	„	27
„ Leg—Yeung Pei	„	24
„ Shoulder—Yeung Shau...	„	27
Pig's Chitlings—Chu Chong	per set	24
„ Brains—Chu Know	lb.	14
„ Feet—Chu Kark	„	16
„ Fry—Chu Chak	„	16
„ Head—Chu Tau	each	12
„ Heart—Chu Sum	„	18
„ Kidneys—Chu Yiu	lb.	30
„ Liver—Chu Con	„	26
Pork Chop—Chu Pai Kwat	„	30
„ Leg—Chu Pei	„	20
„ Fat or Lard—Chu Yau	„	22
Sheep's Head and Feet—Yeung Tau Kark	set	60
„ Heart—Yeung Sum	each	8
„ Kidneys—Yeung Yiu	„	12
„ Liver—Yeung Con	lb.	27
Sucking Pigs, to order—Chu Chai	„	22
Suet, Beef—Sang Ngau Yau	„	22
„ Mutton—Sang Yeung Yau.	„	27
Veal—Ngau Chai Yuk	„	19
„ Sausages — Ngau Chai Chaung	„	20
Lard—Chü Yau	„	22
POULTRY.		
Chicken—Kai Chai	„	32
Capons, Large, Small—Sin Kai...	„	32
Ducks—Ap	„	18
Doves—Pan Kau	„	18
Eggs, Hen—Kai Tan	per doz.	20
Fowls, Canton—Kai	lb.	35
„ Hainan—Ho Nam Kai.....	„	32
Geese—Ngo	„	24
Pigeons, Canton—Pak Kup	each	30
„ Hoihow—Hoi How Pak Kup	„	24
Turkeys, Cock—Phor Kai Kung...	lb.	60
„ Hen—Phor Kai Na	„	45
FISH.		
Garbel—Ka Yu	„	18
Bream—Bin Yu	„	20
Canton Fresh Water Fish—Hoi Sin Yu	„	17
Carp—Li Yu	„	22
Catfish—Chik Yu	„	15
Codfish—Mun Yu	„	16
Crabs—Hai	„	24
Cuttle Fish—Muk Yu	„	18
Dab—Sa Mang Yu	„	14
Dace—Wong Mei Lup	„	15
Dog Fish—Tit Tu Sa	„	12
Eels, Conger—Hoi Mann	„	13
„ Fresh water—Tam Sui Yu.	„	20
„ Yellow—Wong Sin	„	32
Frogs—Tien Kai	„	33
Garoupa—Sek Pan	„	45
Gudgeon—Pak Kup Yu	„	18
Herrings—Tso Pak	„	28
Halibut—Cheung Kwan Kup	„	28
Labrus—Wong Fa Yu	„	20
Loach—Wu Yu	„	28
Lobsters—Lung Ha	„	30
Mackerel—Chi Yu	„	20
Monk Fish—Mong Yu	„	28
Mullet—Chai Yu	„	20
Oysters—Sang Ho	„	24
Parrot Fish—Kai Kung Yu	„	12
Perch—Tau Loo	„	24
Pike—Fa Paw Fong	„	18
Plaice—Pan Yu	„	14
Pomfret, Black—Hak Chong	„	28
Pomfret, White—Pak Chong	„	32
Prawns—Ming Ha	„	40
Ray—Pai Pa Sa	„	12
Rock Fish—Sek Kau Kung	„	16
Roach—Chun Yu	„	12
Salmon—Ma Yau	„	35
Shark—Sa Yu	„	8
Skate—Po Yu	„	10
Shrimps—Ha	„	24
Snapper—Lap Yu	„	32
Soles—Tat Sa Yu	„	32
Tench—Wan Yu	„	20
Turbot—Cho How Yu	„	20
Turtles, small, fresh water—Kirk Yu	„	64
FRUIT.		
Almonds—Hang Yan	„	30
Apples (California)—Kam Sam Ping Kho	„	20
Bananas (bride's), Macao—San Heung Chiu	„	4
Carambola—Yeung To	„	12
Coconnuts—Yeh Tse	each	12
Lemons, China—Ning Moong.....	lb.	6
„ America — Kum San Ning Moong	„	8
Lichees, Dried (small stone)—Lai Chi Con	„	30
Lichees, Fresh—Lai Chi	„	9
Oranges (Canton) — San-shing Tim Ching	„	5
Pears (Canton), Cooking—Sa Lay	„	10
Peanuts—Fa Sang	„	12
Persimmons, Large—Hung Tsz....	„	18
Pine-apples, 1st quality—Poon Ti Paw Law	each	12
Pine-apples, 2nd quality—Chung-tang Paw Law	„	10
Plantain—Tai Cheu	lb.	4
Plums, Swatow—Hung Lai	„	12
Pumelo, Siam—Chim Lo Yau	each	18
Walnuts—Hop To	lb.	15
Water Melon—Kom San Sai Kwa.	each	6
VEGETABLES, ETC.		
Artichokes, Shanghai — Sheung-hoi Ah Chi Cheuk	lb.	6
Beans, Sprout—Ah Choi	„	8
„ Long—Tau Kok	„	10
Beet Root—Hung Choi Tau	each	8
Bitter Squash—Fu Kwa	„	10
Brinjals, Green—Ching Yuan Ka	„	10
„ Red—Hung Ker	„	8
Cabbage, Chinese (common)—Kai Choy	„	12
Cabbage, Shanghai—Yeh Choy	„	15
Cane Shoots, bunch—Kau Shun...	lb.	12
Carrots—Kam Shun	„	8
Celery, Chinese—Tong Kan Choi..	„	12
Chillies, Dried—Con Lat Chiu ...	„	30
„ Red—Hung Fa Chiu.....	„	18
„ Green—Ching Lat Chiu.	„	12
Curry Stuff, English—Kar Lee Chu Liu	„	10
Cucumbers—Ching Kwa	„	2
Garlic—Suen Tau	„	8
Ginger, Young—Sun Tse Keung...	„	6
„ Old—Lo Keung	„	10
Horseradish, Shanghai—Lik Kan	„	12
Indian Corn—Suk Mai	each	5
Lettuce—Yeung Sang Choi	„	1
Water Chestnuts—Ma Tai	lb.	6
„ Mandarin—Kwai Lum Ma Tai	„	8
Mushrooms, Fresh—Sang Cho Koo	„	35
Okroes	„	12
Onions, Bombay—Yeung Chong Tau	„	8
„ Green—Sang Chong	„	6
„ Shanghai — Sheung-hoi Chong Tau	„	6
Parsley—Kun Choi	„	8
Potato, Sweet—Fan Shu	„	3
„ Japanese—Yut Poon Shu Tsai	„	4
„ American—Fa Ki Shu Tsai	„	10
Pumpkin—Tong Kwa	„	4
Radish—Hung Lo Pak Tsai	„	5
Rhubarb (Fresh)—Tai Wong	„	12
Shallots—Con Chung Tau	„	8
Spinach—Yin Choi	„	6
Tomatoes—Fan Ker	„	8
Taros—Wu Tau	„	6
Turnips, Punti (Long)—Lo Pak...	„	5
Vegetable Marrow—Chit Kwa	„	4
„ (American) — Kam-san Chit Kwa	„	5
Water Cress—Sai Yeung Choi	„	12
„ Lily Root—Lin Ngau	„	8
Yams—Tai Shu	„	8

6.—The prices of provisions imported from countries other than China (excepting those above enumerated) may not be raised more than 15 per cent. above the retail prices prevailing in the Colony on the 25th July, 1914.

NOTE.—In consideration of the loss sustained by discount on subsidiary coinage, payment for all articles of food not exceeding $2 in value (on which a maximum price has been fixed) shall if made in subsidiary coin be subject to an additional charge of 7 per cent.

Given under my hand and the Public Seal of the Colony at Victoria, Hongkong, this 22nd day of August, 1914.

By Command,
CLAUD SEVERN,
Colonial Secretary.

GOD SAVE THE KING.

LONDON BUYING AGENTS

We offer you our services as buying agents for British or Continental goods, Established in 1844, but thoroughly up-to-date, our success is attained by making our customers' interests our first aim. Five expert buyers, with capable staffs, manage different departments, buying with greatest care every class of goods, giving our customers all the advantages of wide experience, and ensuring their requirements being rightly supplied at lowest prices and best discounts.

KEYMER, SON & CO.,
Whitefriars, London.
Telegrams, "Keymer, London," Est. 1844.

SHIPPING

ARRIVALS.

CHENAN, British str., 1,355, W. L. Jones, 4th September — Shanghai 29th August, General. — Butterfield & Swire.

CHOYSANG, British str., 4th September—Canton.

DAIJIN MARU, Japanese str., 899, Murakami, 4th September—Swatow 3rd September, General.—Osaka Shosen Kaisha.

HAICHING, British str., 1,267, W. C. Passmore, 4th September—Swatow 3rd September, General.—Douglas Lapraik & Co.

INABA MARU, Japanese str., 3,837, S. Tominaga, 3rd September—Nagasaki 29th August, General.—Nippon Yusen Kaisha.

KWANGLEE, Chinese str., 4th September—Canton.

PEKING, Swedish str., 2,217, Bang-Melchioe, 5th September—Singapore 29th August, General.—Arthur Nilsson.

ST. ALBANS, British str., 2,538, Baikie, 3rd September — Melbourne 18th July, General.—Gibb, Livingston & Co.

TUNGSHING, British str., 1,120, L. Hussey, 3rd September—Saigon 30th August, Rice.—Jardine, Matheson & Co.

WAISHING, British str., 1,170, S. Wilde, 4th September—Hongay 31st August, Coal.—Jardine, Matheson & Co.

YUNNAN, British str., 1,236, W. French, 3rd September—Tientsin 26th August, General.—Butterfield & Swire.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

September 4th.

CHIPSHING, British str., for Tientsin.
HONGKONG, French str., for Hoihow.
HUPEH, British str., for Shanghai.
INABA MARU, Japanese str., for Manila.
JEI MARU, Japanese str., for Canton.
LINAN, British str., for Bangkok.
LIENCHING, British str., for Shanghai.
NAMUR, British str., for Shanghai.
ST. ALBANS, British str., for Yokohama.
WAISHING, British str., for Canton.

DEPARTURES.

September 4th.

CHIPSHING, British str., for Chefoo.
KIRIN MARU, Japanese str., for Japan.
SEATTLE MARU, Japanese str., for Formosa.
WINGSANG, British str., for Ningpo.

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

PROPOSED SAILING FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "SAINT EGBERT"

On or about 8th Sept.

For Freight and further information, apply to—

DODWELL & Co., LTD.,
Agents.

Hongkong, 1st September, 1914. [1095

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"SARDINIA,"

Captain J. T. Jeffery, carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 12th September, 1914, at NOON, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MOREA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the s.s. "PERSIA," due in London on the 23rd October, 1914.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 1st September, 1914. [1

ON SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, JANUARY to JUNE, 1914. With INDEX. Price 7.50.

On Sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 1st August, 1914.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES.	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	SOCOTRA	Brit. str.	—	R. P. Stevenson	P. & O. S. N. Co.	About 8th inst.
LONDON VIA USUAL PORTS OF CALL	SARDINIA	Brit. str.	—	J. T. Jeffery	P. & O. S. N. Co.	On 12th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c	KAMO MARU	Jap. str.	—	Shimizu	NIPPON YUSEN KAISHA	On 9th inst., at 10 A.M.
MARSEILLES VIA SAIGON, S'PORE, COLOMBO, PORT SAID	CORDILLERE	Fren. str.	—		MESSAGERIES MARITIMES	About 14th inst.
VICTORIA, B.C., & SEATTLE VIA KEELUNG, S'HAI, &c	YOKOHAMA MARU	Jap. str.	—	S. Wada	NIPPON YUSEN KAISHA	On 8th inst., at 4 P.M.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PT. LAND.	MERIONETHSHIRE	Brit. str.	—		JARDINE, MATHESON & Co., LD.	On 8th inst.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	MEXICO MARU	Jap. str.	—	N. Kobayashi	OSAKA SHOSEN KAISHA	On 16th inst., at 4 P.M.
VICTORIA, B.C., & TACOMA VIA KEELUNG & JAPAN	CHICAGO MARU	Jap. str.	—	K. Hori	OSAKA SHOSEN KAISHA	On 1st Oct., at 4 P.M
BOSTON & NEW YORK	ST. EGBERT	Brit. str.	—		DODWELL & Co., LTD.	About 8th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPRESS OF INDIA	Brit. str.	2 m.	A. J. Hailey	CANADIAN PACIFIC R. Co.	On 16th inst., at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	A. J. Hail	CANADIAN PACIFIC R. Co.	On 30th inst., at Noon.
SAN FRANCISCO VIA KEELUNG S'HAI & JAPAN, &c	MONGOLIA	Am. str.	—		PACIFIC MAIL S.S. Co.	On 15th inst., at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHIFO MARU	Jap. str.	—		TOYO KISEN KAISHA	On 20th Oct.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	SEIYO MARU	Jap. str.	—		TOYO KISEN KAISHA	On 3rd Oct.
AUSTRALIAN PORTS VIA MANILA	INABA MARU	Jap. str.	—	Tominaga	NIPPON YUSEN KAISHA	To-day, at Noon.
AUSTRALIAN PORTS VIA MANILA	ST. ALBANS	Brit. str.	—	Baikie	GIBB, LIVINGSTON & Co.	On 26th inst. at 10 A.M.
JAPAN	TJILIWONG	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	Quick despatch.
KOBE & YOKOHAMA	KAGA MARU	Jap. str.	—	G. Tabusa	NIPPON YUSEN KAISHA	On 10th inst.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	R. Takeda	NIPPON YUSEN KAISHA	On 22nd inst, at 5 P.M.
MOJI & KOBE	JINSEN MARU	Jap. str.	—	Terada	NIPPON YUSEN KAISHA	On 23rd inst.
TIENTSIN	CHEONGSHING	Brit. str.	—	V. Liddell	JARDINE, MATHESON & Co., LD.	On 9th inst., at D'light
WEIHAIWEI, CHEFOO & TIENTSIN	HUICHOW	Brit. str.	1 m.	E. Forsyth	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	LUCHOW	Brit. str.	1 m.	J. Meathrel	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI MOJI, KOBE & YOKOHAMA	NAMUR	Brit. str.	—	A. Collyer	P. & O. S. N. Co.	To-day, at 4 P.M.
SHANGHAI	CHOYSANG	Brit. str.	—	S. Finderson	JARDINE, MATHESON & Co., LD.	On 8th inst., at Noon.
SHANGHAI	CHENAN	Brit. str.	1 m.	R. Y. Anderson	BUTTERFIELD & SWIRE	On 8th inst., at 4 P.M.
SHANGHAI	TAKSANG	Brit. str.	—	W. McClure	JARDINE, MATHESON & Co., LD.	On 8th inst, at Noon.
SHANGHAI, KOBE & MOJI	KUTSANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., LD.	On 8th inst., at 3 P.M.
SHANGHAI	KANCHOW	Brit. str.	1 m.	E. H. Laver	BUTTERFIELD & SWIRE	On 8th inst., at 4 P.M.
SHANGHAI	SALSETTE	Brit. str.	—	A. F. Vin[illegible], R.N.R.	P. & O. S. N. Co.	About 9th inst.
SHANGHAI & KOBE	PENANG MARU	Jap. str.	—	Murazumi	NIPPON YUSEN KAISHA	On 19th inst.
SHANGHAI	TJIMANOHE	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	Quick despatch.
FOOCHOW VIA SWATOW & AMOY	KAIJO MARU	Jap. str.	—	Y. Yamamoto	OSAKA SHOSEN KAISHA	To-morrow, at Noon.
TAMSUI VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	—	K. Murakami	OSAKA SHOSEN KAISHA	On 9th inst., at 10 A.M.
ANPING & TAKAO VIA SWATOW & AMOY	SOSHU MARU	Jap. str.	—	K. Hattori	OSAKA SHOSEN KAISHA	On 9th inst., at 10 A.M.
SWATOW	HAIMUN	Brit. str.	2 h.	A. H. Stewart	DOUGLAS LAPRAIK & Co.	To-morrow, at 10 A.M.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAPRAIK & Co.	To-day, at 1 P.M.
SWATOW, AMOY & FOOCHOW	HAIYANG	Brit. str.	½ h.	A. E. Hodgins	DOUGLAS LAPRAIK & Co.	On 8th inst., at 11 A.M
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAPRAIK & Co.	On 11th inst., at 11 A.M.
MANILA	YUENSANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co	To-day, at 2 P.M.
MANILA, CEBU & ILOILO	CHINHUA	Brit. str.	1 m.	Finlayson	BUTTERFIELD & SWIRE	On 8th inst., at 4 P.M.
MANILA	LOONGSANG	Brit. str.	—	W. G. G. Leask	JARDINE, MATHESON & Co., LD.	On 12th inst., at 2 P.M.
BATAVIA, CHERIBON, SAMARANG, &c.	TJIBODAS	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	Quick despatch.
BANGKOK	LINAN	Brit. str.	1 m.	C. C. Williams	BUTTERFIELD & SWIRE	To-day, at 3 P.M.
BOMBAY VIA SINGAPORE & COLOMBO	RANGOON MARU	Jap. str.	—	Kamachita	NIPPON YUSEN KAISHA	On 14th inst.
BOMBAY VIA S'PORE, PORT S'HAM, PENANG & COLOMBO	LUZON MARU	Jap. str.	—	T. Miyata	OSAKA SHOSEN KAISHA	On 20th inst., A.M.
SINGAPORE, PENANG & CALCUTTA	SUISANG	Brit. str.	—		JARDINE, MATHESON & Co., LD.	On 9th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	YATSHING	Brit. str.	—	L. Jones	JARDINE, MATHESON & Co., LD.	On 11th inst., at 2 P.M.
SINGAPORE, PENANG, RANGOON & CALCUTTA	KAWACHI MARU	Jap. str.	—	Nakamura	NIPPON YUSEN KAISHA	On 21st inst.
SINGAPORE, MAURITIUS, & SOUTH AFRICAN PORTS	SALAMIS	Brit. str.	—	D. A. Gardiner	THE BANK LINE LIMITED	On 25th Oct.
HOIHOW, PAKHOI & HAIPHONG	SUNGKIANG	Brit. str.	1 m	J. Robertson	BUTTERFIELD & SWIRE	On 9th inst., at 10 A.M

CANADIAN PACIFIC

ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1914.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER						To L'POOL		From L'POOL		From VANCOUVER							
STEAMERS	Hongkong	S'hai Woosung	Nagasaki	Kobe	Yokohama	Vancouver	Quebec	Liverpool	Liverpool	Quebec	STEAMERS	Vancouver	Yokohama	Kobe	Nagasaki	S'hai Woosung	Hongkong
	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive	Leave	Arrive		Leave	Arrive	Arrive	Arrive	Arrive	Arrive
EMPRESS OF INDIA	Wed'day 16 Sept.	19 Sept.	21 Sept.	23 Sept.	25 Sept.	7 Oct.	15 Oct.	22 Oct.	17 July	24 July	MONTEAGLE	29 July	14 Aug.	17 Aug.	Moji 19 Aug.	22 Aug.	25 Aug.
MONTEAGLE	Wed'day 30 Sept.	3 Oct.	Moji 6 Oct.	7 Oct.	10 Oct.	24 Oct.	—	—	7 Aug.	14 Aug.	EMPRESS OF INDIA	20 Aug.	3 Sept.	4 Sept.	6 Sept.	8 Sept.	11 Sept.

PASSAGE RATES—HONGKONG TO LONDON.

		VIA QUEBEC	VIA NEW YORK
EMPRESS OF RUSSIA, EMPRESS OF ASIA, EMPRESS OF INDIA, EMPRESS OF JAPAN, MONTEAGLE	Meals and Sleeping	£71.10	£71.10
	Car Berth across	£65 —	£65 —
	Canada £6 additional.	£43 —	£45 —

Hour of Departure—All Steamers sail from Hongkong at NOON.
Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States and Europe have the option of returning from San Francisco by the steamers of the PACIFIC MAIL S.S. Co. or TOYO KISEN KAISHA.
SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.
AROUND THE WORLD RATES in connection with SUEZ MAIL LINES or TRANS-SIBERIAN ROUTE.

THE "EMPRESS OF RUSSIA" AND "EMPRESS OF ASIA" registered tonnage 16,850, displacement 30,625 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers.

HOTELS—The service furnished by the Company's chain of Hotels is unsurpassed.

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Passengers may proceed by Rail between Ports of Call in Japan if so desired.

Route from HONGKONG VIA SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK,
GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya

1491]

UNCLAIMED TELEGRAMS.

Following is a list of unclaimed telegrams lying in the Great Northern Telegraph Company's office at Hongkong:—

ADDRESS	FROM
Behnke, *Katori Maru*	Kobe
Chanching, c/o Soonsengchan, Rice Street	Swatow
Chinchoong, Upper Circular	Swatow
Chunchoong Wofungkai St.	Shanghai
Hooktongkin Teokhutotiong	Amoy
Ipkinkee, Queen's Road	Kobe
Kondow	Osaka
Kwaratyehua, Taifoo Street	Swatow
Luenhing, Care of Sanhing, Shengfang Street	Shanghai
Luenshing	Shanghai
Pootiang, Winglok Street	Swatow
Singhingshing, West Point	Swatow
Sencheng, Central Point	Swatow
Setchong	Kobe
Sydney Cohan, H'kong Hotel (2)	Shanghai
Tiyuntaing	Shanghai
Wanchenhsin Yuinkee, Bonham Strand	Hankow
Yamamoto Hiroiti, *Katori Maru*, N.Y.K.	Kobe
Yuenkee, Queen's Rd., Central	Swatow

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong:—

ADDRESS	FROM
Arnaud Coste, Astor	Shanghai
Bickley, Grand Carlton Hotel	Manila
Chitaishun, c/o Yuyunchong, Chiliwen St.	Tientsin
Chop Kohchinheng Lowcheng-chis, Winglock Street	Singapore
Chop Thyukee Houchunjee	Kuala Lumpur
Classen, Hans	Zurich
Cordeiro, Theobaldo, 3, Queen's Road West	Macao
Fong Yuenheng	Ipoh
Gan Yuen, Des Voeux Road	Foochow
Kin Wai Shop	Foochow
Koulen Taileur, Menjeithong Road, No. 146	Saigon
Newman, Grand Hotel	Manila
Ogigenkichi Matsubara	Taipeh
Pink, Harry	Manila
Thompson	London
Taft, Mrs. J. W.	Taft, Cal.
Xuongthongan, St. Xumvanbat, No. 17	Cholon
Yinfat, Rue Namliachang	Saigon

WEATHER REPORT.

On the 3rd at 14.00 a.m.—Black North Cone hoisted.

On the 4th at 5.00 a.m.—Signals lowered.

At 10.45 a.m.—Pressure has increased slightly along the east coast of Hongkong and over Formosa, and has increased considerably at Hongkong. It is nearly stationary over Annam and the Philippines.

At 5 a.m. this morning the typhoon was to the east of Hainan, in about latitude 20 deg. N and longitude 113 deg. E.

The Japanese anti-cyclone is moving into the Pacific.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 3.31 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT.	FORECAST
* Hongkong & Neighbourhood	
Formosa Channel	Variable winds, moderate.
South coast of China between Hongkong and Lamocks.	East winds, moderate.
South coast of China between Hongkong and Hainan	Easterly gales, moderating.

* E. winds, fresh to moderate; overcast, some rain.

CHURCH SERVICES.

ST. JOHN'S CATHEDRAL, Hongkong. 6th September, 1914. 13th Sunday after Trinity. Holy Communion 7.30 a.m. Matins 11 a.m. (Full Choir) Responses, Ferial; Venite, and Psalms, For the 6th morning; Te Deum, Oakley 15th evening; Benedictus, Garrett over); Anthem, "Sweet is Thy Mercy," Barnby. Holy Communion (12 noon): Hymn, 370. Evensong, 5.45 p.m. Responses, Ferial; Psalms, 6th evening; Magnificat, Turle (27th morning); Nunc Dimittis, Wesley (over); Hymns, 242, 376 and 542.

FIRST CHURCH OF CHRIST SCIENTIST, MacDonnell Road. Sunday, 11.15 a.m. Wednesday, 5.30 p.m.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *Mongolia*, due to arrive at Hongkong on the 7th September, left Yokohama on the 27th August for this port via Manila.

THE AUSTRALIAN MAILS.

The E. & A. str. *Eastern* left Sydney for this port (via Queensland Ports, Port Darwin, Timor and Manila) on the 22nd August, and may be expected to arrive here on or about the 14th September.

The A.O. Line str. *Taiyuan* left Sydney on the 25th August for Hongkong via Thursday Island, Zamboanga and Manila, and may be expected to arrive here on or about 18th September.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

	FOR	STEAMERS	TO SAIL
*	MANILA	"YUENSANG"	Saturday, 5th Sept., 2 P.M.
‡	SANDAKAN	"HINSANG"	Saturday, 5th Sept., 3 P.M.
†	SHANGHAI	"KWONGSANG"	Tuesday, 8th Sept., D'light.
†	SHANGHAI	"TAKSANG"	Tuesday, 8th Sept., Noon.
†	SHANGHAI	"CHOYSANG"	Tuesday, 8th Sept., Noon.
†	SHANGHAI, KOBE and MOJI	"KUTSANG"	Tuesday, 8th Sept., 3 P.M.
*	TIENTSIN	"CHEONGSHING"	Wed'day, 9th Sept., D'light.
*	SINGAPORE, PENANG & CALCUTTA	"SUISANG"	Wed'day, 9th Sept., Noon.
*	SINGAPORE, PENANG & CALCUTTA	"YATSHING"	Friday, 11th Sept., 2 P.M.
*	MANILA	"LOONGSANG"	Saturday, 12th Sept., 2 P.M.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMSANG" and "LAISANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "FOOKSANG," "KUMSANG," and "LOVAT," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 6 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Y'tsze, Chefoo, T'sin. Pakhoi, W'wei, T'tao & N'chwang.

‡ Taking Cargo on Through Bills of Lading to Kudat, Labud Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

Telephone No. 215; Sub. Exch. 4.

Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,

Hongkong, 5th September, 1914 GENERAL MANAGERS. [11

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates

For Freight or Passage, apply to

JARDINE, MATHESON & Co. LTD.,

Telephone No. 215. AGENTS

Hongkong, 16th April, 1914. 41

THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR	STEAMERS	DATE OF DEPARTURE.
TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.		
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	"MERIONETHSHIRE"	On 8th Sept
VICTORIA, VANCOUVER, SEATTLE TACOMA & PORTLAND	"CARDIGANSHIRE"	On 30th Sept.

For Freight and Further Particulars, apply to Telephone No. 215 Sub Ex No.

JARDINE, MATHESON & Co. LTD.,

Hongkong 27th August, 1914. AGENTS [40

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE and YOKOHAMA	NAMUR Capt. A Collyer	4 P.M. 5th Sept.	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	SOCOTRA Capt. R. P. Stevenson	About 8th Sept	Freight only.
SHANGHAI	SALSETTE Capt. A. F. Vine, R.N.R.	About 9th Sept	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	SARDINIA Capt J. T. Jeffery	Noon. 12th Sept.	*See Special Advertisement.*

All the above Steamers are fitted with Wireless Telegraphy.

Subject to immediate alteration without notice.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 5th September, 1914 [1

CHINA NAVIGATION CO., LTD.
SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
BANGKOK	"LINAN"	On 5th Sept., 3 P.M.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 5th Sept., 4 P.M.
SHANGHAI	"LUCHOW"	On 5th Sept., 4 P.M.
SHANGHAI	"CHENAN"	On 8th Sept., 4 P.M.
SHANGHAI	"CHINHUA"	On 8th Sept., 4 P.M.
MANILA, CEBU and ILOILO	"KANCHOW"	On 8th Sept., 4 P.M.
SHANGHAI	"SUNGKIANG"	On 9th Sept., 10 A.M.
HOIHOW, PAKHOI and HAIPHONG		

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

☞ SHANGHAI LINE.—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "SHAOHSING" and the S.S. "LIANGCHOW," "LUCHOW" and "YINGCHOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage apply to— BUTTERFIELD & SWIRE,

Hongkong, 5th September, 1914 TELEPHONE 36. AGENTS. [5

BRITISH INDIA S. N. CO., LTD.
APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 1st September, 1914. AGENTS. 49

DOUGLAS STEAMSHIP CO., LTD.
HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR
SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING	
"HAICHING" ...	Capt. W. C. Passmore ...	SATURDAY,	5th Sept., at 1 P.M.
"HAIYANG" ...	Capt. A. E. Hodgins ...	TUESDAY,	8th Sept., at 11 A.M.
"HAITAN" ...	Capt. J. W. Evans ...	FRIDAY,	11th Sept., at 11 A.M.

• The s.s. "Haiching" calling at Swatow for Passenger only.

FOR SWATOW AND RETURN.
(Occupying 3 Days).

"HAIMUN"	Capt. A. H. Stewart ...	SUNDAY.	6th Sept., at 10 A.M.
		WED'DAY,	9th Sept., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 4th September, 1914. [4

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.
MAIL SERVICE TO AUSTRALIA VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ST. ALBANS	14th Sept.	On 26th Sept. 10 A.M
EASTERN	3rd Oct.	On 9th Oct., 10 A.M.
ALDENHAM		On 30th Oct., 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc, and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.
For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS

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TOYO KISEN KAISHA.
SAN FRANCISCO LINE.

VIA SHANGHAI. MANILA. THE INLAND SEA. JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
TENYO MARU	22,000—21 knots	from Nagasaki 15th Sept.
SHINYO MARU	22,000—21 knots	from Nagasaki 6th Oct.
CHIYO MARU	22,000—21 knots ...	TUES., 20th Oct.

* Via Manila omitting Shanghai.

FIRST CLASS TO LONDON	£71.10....	RETURN (6 MONTHS)	£120.
FIRST CLASS TO NEW YORK	£60. ...	" "	£96.10.
" " " SAN FRANCISCO	£45. ...	" "	£68.

SPECIAL SUMMER RATES TO JAPAN.

NAGASAKI	KOBE	YOKOHAMA
$120.	$135.	$150.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
SEIYO MARU ...	14,000—14 knots	Saturday, 3rd October.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 291. [212

OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY Co

FOR SEATTLE AND TACOMA VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving
"MEXICO MARU" ...	N. Kobayashi ...	WED'DAY, 16th Sept., at 4 P.M.
"CHICAGO MARU" ...	K. Hori ...	THURSDAY, 1st Oct., at 4 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM PENANG AND COLOMBO.

Steamer	Captain	Leaving
"LUZON MARU"	T. Miyata ...	SUNDAY, 20th Sept., A.M.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIJO MARU"	Y. Yamamoto ...	FRIDAY, 11th Sept., at 2 P.M.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIJIN MARU" ...	K. Murakami ...	SUNDAY, 6th Sept., at Noon.
"DAIGI MARU" ...	S. Tokushige ...	SUNDAY, 13th Sept., at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU" ...	Z. Hattori ...	WEDNESDAY, 9th Sept, 10 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,
MANAGER,
Second Floor, No. 1, Queen's Building.

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INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

FROM HONGKONG:		FROM COLOMBO:
26th Sept.	"KATHIAWAR"	17th Oct.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING.

From Hongkong: "SALAMIS" 25th Oct.

FIRST CLASS ACCOMMODATION FOR PASSENGERS
FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS.

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NIPPON YUSEN KAISHA
THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	§ KAMO MARU Capt. Shimizu,	16,000	WEDNESDAY, 9th Sept., at 10 A.M.
	§ KASHIMA MARU Capt. M. Yagi,	20,000	WEDNESDAY, 23rd Sept.
VICTORIA, B.C., and SEATTLE VIA KEELUNG, SHANGHAI MOJI, KOBE, YOKKAICHI and YOKOHAMA	§ YOKOHAMA MARU Capt. S. Wada,	12,500	TUESDAY, 8th Sept., at 4 P.M.
	§ AWA MARU Capt. T. Hori,	12,500	TUESDAY, 22nd Sept.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	INABA MARU Capt. Tominaga,	12,500	SATURDAY, 5th Sept., at Noon
	TANGO MARU Capt. Sekine,	9,600	WEDNESDAY, 23rd Sept., at Noon,
CALCUTTA VIA SINGAPORE PENANG and RANGOON	KAWACHI MARU Capt. Nakamura	12,500	MONDAY, 21st Sept.
BOMBAY via SINGAPORE, and COLOMBO	RANGOON MARU Capt. Kamachita,	12,500	MONDAY. 14th Sept.
SHANGHAI and KOBE	PENANG MARU Capt. Murazumi,	12500	SATURDAY, 19th Sept.
MOJI and KOBE	JINSEN MARU Capt. Terada,	5,000	WEDNESDAY 23rd Sept.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. R. Takeda,	9,300	TUESDAY, 22nd Sept., at 5 P.M.
KOBE and YOKOHAMA	KAGA MARU Capt. G. Tabusa,	16,000	THURSDAY, 10th Sept.

§Fitted with New System of Wireless Telegraphy. Cargo only

NOTICE.—"Kumano Maru," "Kamakura Maru" and "Hakata Maru" have been withdrawn from their Lines and not been replaced by substitutes.

REDUCED SUMMER RATES
BETWEEN
HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return.	KOBE Return.	MOJI Return.	NAGASAKI Return.
1st Class ...	$135	$122	$108	$95
2nd " ...	$81	$75	$65	$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241 [8—9—]

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS
FOR
MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer "ORIENTAL" leaves YOKOHAMA	Steamers to COLOMBO.	Leave SHANGHAI	Leave HONGKONG.	Connecting Steamers from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at PLYMOUTH (London 1 day later)
p.m. Thurs.		6 p.m. Tues.	Noon. Satur.		Saturday	Friday
Sept. 3	SARDINIA ...	Sept. 8	Sept. 12	MOREA	Oct. 10 Friday	Oct. 16 Thursday
Sept. 17	SALSETTE ...	Sept. 22	Sept. 26	MALOJA	Oct. 23	Oct. 29
Oct. 1	ORIENTAL ...	Oct. 6	Oct. 10	MOOLTAN	Nov. 6	Nov. 12
Oct. 15	MALTA	Oct. 20	Oct. 24	MOLDAVIA ...	Nov 20	Nov. 26
Oct. 29	ARCADIA ...	Nov. 3	Nov. 7	KHYBER	Dec. 4	Dec. 10

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—

LONDON

1st Saloon	"A"	Accommodation	Single	£65.	Return £97.
	"B"	"	"	£59	" £89.
2nd Saloon	"A"	"	"	£44.	" £66.
	"B"	"	"	£40.	" £60.

MARSEILLES

1st Saloon	"A"	Accommodation	Single	£61.	Return £91.
	"B"	"	"	£55.	" £83.
2nd Saloon	"A"	"	"	£42.	" £63.
	"B"	"	"	£38.	" £57.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES
PROPOSED SAILINGS:

STEAMERS.	Leave Y'HAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'SEILLES	Due at LONDON
	about	about	about	about	about	about
NAMUR	Sept. 29	Oct. 8	Oct. 14	Oct. 20	Nov. 18	Nov. 22
NELLORE	Nov. 10	Nov. 19	Nov. 25	Dec. 1	Dec. 28	Jan. 8
SICILIA	Nov. 24	Dec. 3	Dec. 9	Dec. 15	Jan. 14	Jan. 22
NAGOYA	Dec. 8	Dec 17	Dec. 23	Dec. 29	Jan. 25	Feb. 3

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON:
1st Saloon £50 Single: £75 Return. 2nd Saloon £35 Single: £52 Return

FARES TO MARSEILLES:
1st Saloon £46 Single. 2nd Saloon £33 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy
THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.
For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

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POST OFFICE NOTICE.

The Parcel Post service to Egypt and countries beyond is for the present suspended.

FOR	PER	DATE
Philippine Islands, Australia, Tasmania, and New Zealand via Thursday Island	*Inaba Maru* ..	Saturday, 5th, 10.00 A M
Swatow, Amoy and Foochow ..	*Haiching*	Saturday, 5th, 11.00 A M
Philippine Islands ..	*Yuensang* ...	Saturday, 5th, NOON
Japan via Kobe, Victoria, Vancouver, Tacoma and Seattle	*Talthybius* ...	Saturday, 5th, 1.00 P M
Bangkok	*Linan*	Saturday, 5th, 1.00 P M
Shanghai and North China	*Luchow* ..	Saturday, 5th, 2.00 P M
*Weihaiwei, *Chefoo and *Tientsin ..	*Huichow*	Saturday, 5th, 2.00 P M
Shanghai, North China & Japan via Moji (EUROPE VIA SIBERIA) [To make connection with the Tientsin-Pukow Railway closing at Shanghai Brit. P.O. at 8.30 p.m. on Thursday, the 10th inst.]	*Namur*	Saturday, 5th, 2.00 P M
Japan via Yokohama	*Peking*	Saturday, 5th, 2.00 P M
Swatow	*Haimun* ...	Sunday, 6th, 9.00 A M
Swatow, Amoy, and Formosa via Tamsui	*Daijin Maru* ..	Sunday, 6th, 9.00 A M
Swatow Amoy and Foochow ...	*Haiwang* ..	Tuesday, 8th, 9.00 A M
*Shanghai and *North China	*Choysang* ..	Tuesday, 8th, 10.00 A M
Shanghai and North China ..	*Kanchow*	Tuesday, 8th, 2.00 P M
Philippine Islands,..	*Chanhua* ...	Tuesday, 8th, 2.00 P M
*Shanghai and *North China ...	*Chenan*	Tuesday, 8th, 2.00 P M
Formosa via Keelung, Shanghai, North China, *Japan via *Moji, Victoria, B.C., and Seattle (Wash.) (EUROPE via SIBERIA) [To make connection with the Tientsin-Pukow Railway closing at Shanghai Brit. P.O. at 11.30 a.m. on Monday, the 14th inst.]	*Yokohama Maru*...	Tuesday, 8th, 2.00 P M
Hoihow, Pakhoi and Haiphong	*Sungkiang* ...	Wednesday, 9th, 8.00 A M
Straits and *Ceylon	*Kamo Maru* ..	Wednesday, 9th, 8.00 A M
Swatow, Amoy & Formosa via Takao & Anping	*Soshu Maru*	Wednesday, 9th, 8.00 A M
Swatow ..	*Haimun* ..	Wednesday, 9th, 9.00 A M
Swatow, Amoy and Foochow	*Haitan* ...	Friday, 11th, 9.00 A M
Swatow, Amoy and Foochow	*Kaijo Maru* ..	Friday, 11th, NOON
Philippine Is., Australia, Tasmania and New Zealand via Port Darwin	*Taiyuan*	Monday, 21st, 10.00 A M
Philippine Islands, Australia, Tasmania and New Zealand via Port Darwin	*St. Albans*... ..	Friday, 25th, 9.00 A M

* Specially superscribed correspondence only.

☞ MONEY LETTERS—The Post Office declines all responsibility for unregistred letters containing bank notes or jewellery, and where Registration has been neglected WILL MAKE NO ENQUIRIES into alleged losses of such (Postal Guide 118).

☞ Mails for CANTON, WUCHOW and SAMSHUI are closed on week-days at 7.30 a.m. and at 4 p.m., on Sundays at 9 a.m.

☞ Mails for MACAO closed on week-days at 7.15 a.m. and 1.15 p.m.

☞ Mails for NAMTAU, SANMEI, KONGMOON and KAMCHUK are closed on week-days at 4 p.m. On Sundays the mails are closed at 9 a.m.

☞ A Mail for Long Island (Cheung Chow) is despatched per steam launch *Cheungchow* daily at 3 p.m.

COMMERCIAL

CLOSING QUOTATIONS.

September 4th.

ON LONDON:—
Telegraphic Transfer 1/9
Bank Bills, on demand 1/9⅛
Bank Bills, at 30 days' sight 1/9⅛
Bank Bills, at 4 months' sight ...1/9⅛
Credits, at 4 months' sight.....1/9⅜
Documentary Bills 4 months'sight1/9⅜
ON PARIS:—
Bank Bills, on demand.....nom.
Credits, at 4 months' sight nom.
ON GERMANY:—
On demand nom.
ON NEW YORK:—
Bank Bills, on demand 43
Credits, at 60 days' sight nom.
ON BOMBAY:—
Telegraphic Transfer nom.
Bank, on demand.....131½
ON CALCUTTA:—
Telegraphic Transfer..... ...nom.
Bank, on demand..... 131½
ON SHANGHAI:—
Bank, at sight 75½
Private, 30 days' sight nom.
ON YOKOHAMA:—On demand.....86
ON MANILA:—On demand—Pesos—86
ON SINGAPORE:—On demand 75⅜
ON BATAVIA:—On demand 105
ON HAIPHONG:—On demand nom.
ON SAIGON:—On demand nom.
ON BANGKOK:—On demand 88
SOVEREIGNS, Bank's Buying Rate...$11.30nom.
GOLD LEAF, 100 fine, per tael$59.10
BAR SILVER, per oz. 24

SUBSIDIARY COINS.

	per cent.
Hongkong...20 cents pieces...	$ 9.40 discount
Hongkong..10 „ .	$ 9.85 „

BEAUTIFY THE HOME

By obtaining a Collection of Handsome Photogravure reproductions of

The World's Famous Paintings

THE FOLLOWING COMPRISE THE NEW SET:—

"The Horse Fair," by *Rosa Bonheur.*
"Wagon and Team," by *Rosa Bonheur.*
"Lady with Fan," by *Faivre.*
"Le Rixe." (The Quarrel), by *Meissonier.*
"The Halt at an Inn," by *Meissonier.*
"Madame Le Brun and Daughter," by *Le Brun.*

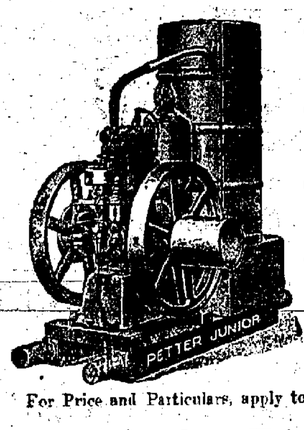
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THE "THREE CASTLES" CIGARETTES

The Cigarette of Pure Virginia Leaf and made by

W. D. & H. O. WILLS, BRISTOL & LONDON.

ON HAND FOR SALE.



ONE 30 FOOT MOTOR LAUNCH Thornycroft Model Fitted with 12-14 B.H.P. Kerosine Engine.

ONE PORTABLE OXY-ACETYLENE SEARCHLIGHT with Morse Signalling Shutter.

ONE WIRELESS TELEGRAPH SET complete with Induction Coil, Overhead Wiress Spars, &c., suitable for Coasting or Patrol Steamer.

ONE SEMI-DIESEL 8 H.P. CRUDE OIL ENGINE AND DYNAMO with Electric Searchlight.

KEROSINE OIL ENGINES "PETTER'S" FROM 7 TO 12 B.H.P.

For Price and Particulars, apply to—

WM. C. JACKE & CO., LTD.,

14, DES VŒUX ROAD, HONGKONG. [494

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	$6.00
Return „ „ (available also for return by day steamer)	10.00
Single Fare by Day Steamer	4.00
Return „ „	8.00

The attention of the travelling Public is drawn to the comfort afforded by the Companies' vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG TO CANTON.	CANTON TO HONGKONG.
FRIDAY, 4TH SEPTEMBER, 1914.	
8 a.m. *HEUNGSHAN.*	8 a.m. *HONAM.*
5 p.m. *KINSHAN.*	5 p.m. *FATSHAN.*
SATURDAY, 5TH SEPTEMBER, 1914.	
8 a.m. *HONAM.*	8 a.m. *HEUNGSHAN.*
...	5 p.m. *KINSHAN.*

HONGKONG-MACAO LINE.

S.S. *SUI TAI*, Tons 1,651. | S.S. *TAISHAN*, Tons 2,006.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf, Sundays at 8 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 6TH SEPTEMBER, 1914.

The Company's New Steamship

"TAISHAN"

Will depart from the Company's WING LOK STREET WHARF at 8 a.m., and return from Macao at 2 p.m.

N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. *HOISANG.*

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. *SAINAM*, 588 tons, and S.S. *NANNING*, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or *vice versa* by the Company's direct Steamers *LINTAN* and *SANUI*. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

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MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons
MANCHURIA 27000 tons
KOREA 18000 tons
SIBERIA 18000 tons
CHINA 10200 tons
NILE 11000 tons
PERSIA 9000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

MONGOLIA	Sailing	TUESDAY, 15th Sept., at 1 P.M.
KOREA	„	TUESDAY, 6th Oct., at 1 P.M.
SIBERIA.....	„	TUESDAY, 13th Oct., at 1 P.M.
CHINA (via Manila)	„	TUESDAY, 27th Oct., at Noon.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of M. V. Moroni, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—salt water swimming tank, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip.

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For further information, rates, literature, schedules, etc., apply to

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KING'S BUILDINGS.

TEL. No. 141.

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FORTHCOMING EVENTS.

Saturday, 19th Sept.:—
Noon—Hongkong and Shanghai Banking Corporation Extraordinary Meeting of the Shareholders at the City Hall.
Noon—Royal Aerated Waters Manufactory Co., Ltd., General Meeting at the Office of Messrs. Percy Smith, Seth & Fleming.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 4th

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.49	29.61	29.65
Temperature ...	78	80	82
Humidity	93	87	83
Wind Direction ...	SSW	ESE	East
„ Force	5	5	6
Weather	orq	op	o
Rain	-	3.51	

Highest open air Temperature on 3rd ... 80
Lowest open air Temperature on 3rd .. 77

HONGKONG TIDE TABLE

From 5th to 11th September, 1914

Days of Week	Days of Month	HIGH WATER H'kong. Mean Time	Height	LOW WATER H'kong. Mean Time	Height
		h. m.	ft. in	h. m.	ft. in
Satur.	5	m 9 44	7 2	m 3 3	2 9
		10 19 a	5 4	4 3 a	1 7
Sun	6	m 10 20	6 8	m 3 43	2 6
		10 54 a	5 6	4 30 a	2 0
Mon.	7	m 10 50	6 4	m 4 23	3 3
		1 50 a	5 8	4 55 a	3 1
Tues.	8	m 11 19	5 9	m 5 4	2 [illegible]
		11 7 a	6 0	5 19 a	2 [illegible]
Wed.	9	m 11 48	5 5	m 5 47	2 [illegible]
		11 26 a	6 —	5 38 a	3 2
Thurs.	10	0 22 a	4 7	m 6 37	2 8
		11 53 a	6 2	— 5 50 a	3 6
Fri.	11	1 21 a	4 2	m 7 21	3 0
				5 48 a	3 8

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1913.
REVISED BY THE MEMBERS.

PRICE $5.

DAILY PRESS OFFICE.
Hongkong, 24th February, 1914

CHINA COAST METEOROLOGICAL REGISTER.

4TH SEPTEMBER, 1914, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.
Vladvostock ...	7 a.	—	—	—	E	2	—
Nemuro	6 a.	30.12	—	—	ENE	1	—
Hakodate	„	30.07	—	—	—	0	—
Tokio	„	30.06	—	—	—	0	—
Kochi	„	30.03	—	—	ENE	1	—
Nagasaki	„	29.97	—	—	ENE	2	—
Kagoshima ...	„	29.96	—	—	SSE	1	—
Oshima	„	29.85	—	—	ESE	0	—
Naha	„	29.77	—	—	NE	4	—
Ishi'jma	„	29.68	—	—	ENE	1	—
Bonin Is.	„	29.91	—	—	—	0	—
Chefoo	„	—	—	—	—	—	—
Weihaiwei ...	„	29.85	77	86	SSW	6	cq
Hankow	„	—	—	—	—	—	—
Ichang	„	—	—	—	—	—	—
Kiukiang	„	—	—	—	—	—	—
Changsha	„	—	—	—	—	—	—
Shanghai	„	29.85	74	—	ESE	1	b
Gutzlaff	„	29.82	78	—	SE	4	bcv
Sharp Peak ...	7 a.	29.65	81	—	ENE	5	o
Amoy	6 a.	29.66	80	78	NNE	1	c
Swatow	„	—	—	—	—	—	—
Taihoku	5 a.	29.73	—	—	E	4	—
Taichu	„	29.68	—	—	—	0	—
Tainan	„	29.69	—	—	SE	2	—
Koshun	„	29.69	—	—	NE	2	—
Pescadores ...	„	29.65	—	—	SW	2	—
Canton	6 a.	29.62	75	95	SE	1	c
Hongkong ...	„	29.61	80	87	ESE	5	op
Gap Rock	„	29.58	—	—	SE	4	oq
Macao	„	29.59	77	—	WNW	1	o
Wuchow	9 a.	—	—	—	—	—	—
Hoihow	„	—	—	—	—	—	—
Pakhoi	„	—	—	—	—	—	—
Phulien	6 a.	29.68	79	—	NNW	3	b
Tourane.....	„	29.65	81	—	SSW	4	o
Cape St. James	„	29.76	77	—	SW	5	c
Aparri	„	29.65	77	—	W	1	o
Manila	„	29.75	75	—	—	0	d
Legaspi	„	—	—	—	—	—	—
Iloilo	9 a.	29.85	81	—	SW	1	o
Bacolod	„	—	—	—	S	2	or
Cebu	„	29.82	86	—	S	3	o
Labuan	„	—	—	—	—	—	—

T. F. CLAXTON, *Director.*

1 BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

2 TEMPERATURE, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squall, r rain s snow, t thunder, v visibility, w dew (wet).

7 RAIN in inches, t tenths and hundredths

SHIPPING IN PORT

STEAMERS.

ALBIANA, British str., 2,468, Wm. Dunbar, 25th August — Chingwantao 18th August, Coal.—Dodwell & Co.

CHIPSHING, British str., 1,199, E. W. Schenk, 28th August—Swatow 27th August, General.—Jardine, Matheson & Co.

CHOYSANG, British str., 1,424, S. Finderson, 1st September—Swatow 27th August, General.—Jardine, Matheson & Co.

DRUPAR, Norwegian str., 1,103, Jensen, 1st September—Bangkok 25th August, Rice.—Chinese.

FUKUI MARU, Japanese str., 3,087, Miyaoko, 2nd September—Moji 25th August, Coal.—Mitsui Bussan Kaisha.

HALDIS, Norwegian str., 1,965, J. Jorgensen, 31st August—Java 21st August, General.—Java-China-Japan Lijn.

HANGCHOW, British str., 999, Wake, 30th August—Saigon 25th August, Rice.—Butterfield & Swire.

HEIJUN MARU, Japanese str., 1,957, 1st September—Saigon 28th August, Ballast.—Mitsui Bussan Kaisha.

HELIOS, Norwegian str., 860, Kundsen, 31st August—Bangkok 22nd August, Rice.—Order.

HILD, Norwegian str., 720, G. Jensen, 31st August—Bangkok 22nd August, Rice.—Chinese.

HINSANG, British str., 1,855, Kennedy, 25th August—Manila 22nd August, General.—Jardine, Matheson & Co.

HONGKONG, French str., 739, A. Marquerite, 29th August—Haiphong 28th August, General.—A. R. Marty.

KJELD, Norwegian str., 910, Hellesoe, 27th August—Bangkok 18th August, Rice.—Chinese.

KWANGLEE, Chinese str., 1,428, MacArthur, 29th August—Shanghai 26th August, General.—Chinese.

KWANGSE, British str., 1,228, G. G. Spinke, 31st August—Saigon 26th August, Rice.—Butterfield & Swire.

LIDDLESDALE, British str., 2,198, Farfor, 1st September—Durban 31st July, General.—Dodwell & Co.

LUCHOW, British str., 1,228, Meathrel, 31st August—Shanghai 29th August, General.—Butterfield & Swire.

LOKSANG, British str., 978, D. W. Ritchie, 30th August—Hongay 27th August, Coal.—Jardine, Matheson & Co.

MOYUNE, British str., 3,212, Gosewood, 2nd September—Liverpool 25th July, General.—Butterfield & Swire.

NAMUR, British str., 4,188, A. Collyer, 3rd September—London 25th July, General.—P. & O. S. N. Co.

PHRA NANG, British str., 1,022, H. Flashman, 29th August—Hoihow 28th August, General.—Order.

SKERRIES, British str., 2,696, J. W. Angers, 28th August—Woosung 22nd August, Coal and General.—Dodwell & Co.

SWANLEY, British str., 2,908, Steele, 27th August—Woosung 22nd August, Coal.—Admiralty.

TAIWAN MARU, Japanese str., 1,145, M. Sawada, 2nd September—Kwang Yen 28th August, Stone.—Shewan, Tomes & Co.

TALTHYBIUS, British str., 6,522, F. Williams, 1st September—Manila 30th August, General. — Butterfield & Swire.

TELEMACHUS, British str., 1,350, Fraser, 28th August—Saigon 24th August, Rice.—Chinese.

WIMBLEDON, British str., 2,436, Cantell, 26th August—Woosung 22nd August, Coal.—Dodwell & Co.

YUENSANG, British str., 1,125, Tough, 1st September—Manila 29th August, General.—Jardine, Matheson & Co.

PASSENGERS.

ARRIVED.

Per *Haiching*, from Swatow, Dr. and Mrs. Hooker, Rev. G. E. and Miss Upsdell, Rev. R. C. Pate.

Per *St. Albans*, from Melbourne, etc., Miss Amy Smith, Miss H. C. Tuohy, Mr. G. F. Dratlin, Mr. J. Gorrie and Mr. T. T. Baxter.

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OUTWARD

FOR	STEAMER	TO SAIL.
SHANGHAI, KOBE AND YOKOHAMA		

HOMEWARD

MARSEILLES VIA PORTS	CORDILLERE ..	On or about 14th September.
	POLYNESIEN ...	On or about 28th September.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

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